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10.00 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. to 1.30 p.m. " 10 " "
1.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

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7.30 a.m. to 8.00 a.m. every 15 minutes

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10.00 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. to 1.30 p.m. " 10 " "
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CHINESE ROYAL WEDDING.
CEREMONIES IN PEKING.[DESCRIBED BY MR. R. F. JOHNSTON,
THE EMPEROR'S TUTOR.]

The following account of the wedding of the Chinese Emperor and Empress in Peking has been written for *The Times* by Mr. R. F. Johnston, the Emperor's tutor (formerly of the Hongkong Civil Service), who was the only European present in the Palace when the ceremony took place. In this he says:—A St. Andrew's hall at the great hotel; the wedding of an Emperor according to immemorial Chinese rites in the heart of the Forbidden City! Such were the spectacles that kept Peking awake all through the memorable night of November 30th to December 1st. It was as a willing deceiver from the Western ranks that I was one of the first to leave the throng of dancers and present myself before the gates of the Forbidden City. Hurrying at 2 a.m. to the Gate of Divine Valour (the northern entrance), I found the great square outside it already nearly full of cars and carriages belonging to "iron-capped" Princes, Marshals and Mongol nobles, members of the Imperial clan, and ex-officials of the old Empire. Tea minutes through the labyrinthine ways of the Forbidden City brought me to the large open space which is used as a parade ground for the Imperial Guard, and also as a place of reception for the camel caravans which still—on these Republican days—bring "tribute" to the Manchur Emperor from the Princes of Outer and Inner Mongolia.

THE "GREAT WITHIN."

It was through this "parade ground" that the new Empress's procession was timed to pass at 4 o'clock in the morning. In the north-west corner is the Gate of Propitious Destiny, which leads directly into the central and most sacred portion of the Imperial precincts. Through this gate the Empress would pass out of sight of the crowd of privileged spectators and into the seclusion of the "Great Within." A short walk brought me to another great triple gateway surmounting a marble staircase on the northern side. This is the Chien-ching Men—the Gate of Cloudless Heaven—as named after the palace which lies beyond.

In the company of Prince Tai Tao, who, as a prince of the blood-imperial, was in charge of all the wedding ceremonial, I crossed the quadrangle and entered the throne-hall. It was into this hall that the bridal chair was to be carried, and here, at the foot of the throne, it was to be set down. The narrow pillared terrace immediately in front of the palace was carpeted with scarlet cloth, and in front of the throne were placed a number of "huo-pen," fire-vessels, containing glowing coals. This is in accordance with an old Chinese custom, which decrees that a bride should be carried over fire to the nuptial chamber.

Meanwhile the sound of music was drawing nearer, and the great throne-hall was rapidly filling with princes, princesses, and huan (ladies-in-waiting), all resplendently robed. Nearer and nearer the procession, but the music was now silent. What we heard now was something far sweeter, far more mysterious, far more like strains from elfland. Not till the procession, or a small portion of it, was actually entering the throne-hall in which I stood did I perceive the source of that ethereal music. It was caused by nothing more than the rhythmic swaying of numbers of little censors slung on silver chains and carried by a dozen eunuchs in front of the Phoenix Chair—so called because among all its sumptuous and beautiful decorations and embroideries the phoenix is the design that figures most prominently.

Having previously made a study of the wedding ritual (which through the kindness of his Majesty was made accessible to me), I knew that the procedure now to be observed was this. The Emperor, standing before the throne, would await the arrival of his bride at the entrance to the Palace of Cloudless Heaven. Without waiting, however, for the bridal chair to be set down, he would retire from the throne-room and proceed straight to the building which contains the nuptial chamber, there to await the bride, who would follow him on foot, after having descended from her Phoenix Chair in front of the throne. The Emperor played his part to perfection. Exactly as the ritual enjoined, he turned his back on the bridal chair with its precious contents and left the hall by the small door at the back. He was preceded and followed by chamberlains, some bearing lamps, others carrying incense-burners. He passed into the darkness of night, and we saw him no more. The remainder of the male company also left the hall.

THE BRIDE'S ARRIVAL.

We may assume that everything now took place in strict accordance with the rules. A princess went up to the chair and raised the screen; a eunuch lifted the front cross-pole; and the Empress was ceremoniously invited to come forth. She did so, and then received from the attendant ladies-of-honour a "pao-ping," or "precious vial." Here we have one of those plays upon words of which the Chinese are so fond. Two differently written characters, but with precisely the same sound as "pao-ping," mean "to maintain peace," suggesting the idea of perpetual harmony. The ceremonial presentation of a "precious vase" is therefore equivalent to the greeting, "Peace be with you."

The Empress was now conducted towards the door through which the Emperor had lately passed. She was supported by six princesses and ladies-in-waiting, and in front went a group of other ladies of the Court carrying lamps. The

foremost of them opened the door, and called out in a loud voice, "Nan To!"—"Let men make themselves scarce." From my position in the darkness outside the door I saw the procession of women come slowly forth. The slender, girlish figure of the young Empress, exquisitely draped, was clearly visible to us, but her face was hidden by her great oval head-dress. And so the sixteen-year-old Princess moved slowly, timidly, silently, to meet her sixteen-year-old Prince. She had not far to go. Immediately behind the Palace of Cloudless Heaven is the Chiao-tai Tien (Hall of Heavenly and Earthly Union). Following the path taken by the Emperor, the bride walked past the Chiao-tai Tien to the much larger building that stands behind it. This is the Kung-sing Kung—the Palace of Earthly Peace—surely a name of happy omen for the first meeting place of a newly-married couple.

THE APPLE OF PEACE.

At the door of the Palace of Earthly Peace the bride was met by princesses and ladies-in-waiting, who knelt to receive her. As soon as she had passed within the doors were closed, many of the lanterns that stood outside were extinguished, and all was silence. Once more the ceremonies that followed were witnessed by none but women and eunuchs. But they are no secret from those who have access to the prescribed ritual. In the first place, on crossing the threshold, the Empress had to step on or over a horse's saddle, under which had been placed two apples. Another play upon words! The Chinese word for "apple" is "ping," which is also the sound of another word (differently written) meaning "peace." An apple can therefore be used as a symbol of peace. In this case there are two apples, because the peace that is invoked is to be shared with another. It is curious that in the West we speak of the apple of discord, whereas in China they speak of the apple of peace.

As soon as the Empress had gone within she was relieved of the "precious vial" and also of an apple of peace which she had brought with her from her father's house. Now comes one of the most important ritual performances of the whole ceremony. This is the raising of the bride's head-dress by the bridegroom and the unveiling of her face. The Emperor (assisted, if necessary, by the ladies-in-waiting), must himself perform this rite, and when he has performed it he gazes for the first time on the face of his Empress.

THE NUPTIAL CUP.

Without a pause, bride and bridegroom now approach the bridal couch and sit down together on the edge. The Empress sits on the right, the Emperor on the left. Ladies-in-waiting bring forward a vessel full of little cakes which have the significant name of "Tzu-tsun" ("Sons-and-grandsons cakes," of which they invite their Majesties to partake). This is merely a preliminary to the wedding feast, which is now brought in and spread, not on a table but on a mat on the floor by the side of the couch. The all-important rite to be observed by the bridegroom in the course of this feast is the ceremonial drinking of the Nuptial Cup. As they raise their goblets to their lips, the "Song of the Nuptial Cup" is chanted outside the bridal chamber, the singers being an aged man and an aged woman who have been faithful to one another all their days.

There are other minor rites to follow such as the eating of the "chang-shou" (the bread of long life)—but the solemn drinking of the Nuptial Cup may be regarded as the culminating part of the ceremony. It is perhaps hardly necessary to say that the simple rites of the wedding day do not by any means constitute the whole marriage ceremony. If we include, as we should, the elaborate betrothal rites, the joint worship of the Imperial ancestors, the sacrifices to Heaven and Earth and various spiritual beings, and the State ceremonies of congratulation, we may say that the marriage rites began as early as October 21st, and did not close till December 14th, on which date the Emperor and Empress took the leading part in a religious service in the Palace of Earthly Peace.

RIGHT HAND ONLY.

NEW SALUTE REGULATION IN THE NAVY.

The Admiralty has announced in Fleet orders that it has been decided to abolish the left-handed personal salute of a naval rating when meeting an officer. Such salutes are in future to be made with the right hand only, and officers saluting their seniors are to follow the same rule.

Article 144 of the King's Regulations and Admiralty Instructions has been amended as follows:—

Naval personal salute.—The naval salute is to be made by bringing up the right hand to the cap hat, naturally, and smartly, but not hurriedly, with the thumb and fingers straight and close together, elbow in line with the shoulder, hand and forearm in line, the thumb being in line with the outer edge of the right eyebrow, with the palm of the hand turned to the left.

When passing an officer the salute is to be commenced just before meeting, and continued until well past the officer, the person saluting looking towards him at the same time.

Every officer should return a salute made to him; a salute made to two or more officers should be returned by the senior officer only. The term "officer" includes all commissioned, warrant, and subordinate officers. A naval salute is to be made on all occasions with the right hand only.

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A QUANTITY OF STRUCTURAL STEELWORK, comprising Stanchions, Beams, Struts, Girders, &c., and sundry other Steelwork, and a large quantity of Bar Iron. Lots may be inspected on MONDAY, the 5th MARCH, 1933.

Also sale of OLD AND SURPLUS VICTUALLING STORES at Kowloon on FRIDAY, 9th MARCH, comprising—
Condemned Provisions for Poultry or Fish Food, Remnants of Serge, Flannel, &c., Bedding, Clothing, Mess Gear, including Electro Plate.

Terms of Sale—As detailed in Catalogue.
HUGHES & ROUGH,
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Hongkong, 30th February, 1933. (42)

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IN ONE LOT.

On

MONDAY,

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By Messrs. LAMBERT BROTHERS

At Their Office, DUNDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1919, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

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WEATHER REPORT.

Feb. 25th at 11.50.—Pressure has increased slightly at Guam, and over Japan, Formosa, and the Philippines. It is nearly stationary in other districts.

The anticyclone is probably moving westward.

A typhoon is shown to the north-east of Hokkaido.

The Gaim depression or typhoon appears to be in about Lat. 15 deg. N. and Long. 141 deg. E. moving N.W. Both position and direction uncertain.

Hongkong rainfall for the 24 hours ending at 10 a.m., 25th Feb., 0.0 inch. Total since January 1st, 0.52 inches, against an average of 2.11 inches.

The forecast for the 24 hours ending at noon, 1st Mar., is as follows:—

Hongkong to Gap Rock { N.E. winds, fresh, fair.

Formosa Channel { N.E. winds, strong.

South coast of China between { The same as Hongkong and Lamocka { No. 1.

South coast of China between { The same as Hongkong and Hainan { No. 1.

AS MINERALS.

COAL AND IRON-ORE DEPOSITS.

The Commercial Counsellor to H.M. Legation, Peking (Mr. H. E. Fox), in his recently issued report on the commercial, industrial and economic situation of China, states that part of China's tardiness in developing industries on a large scale is due to her failure to utilise to the full her undoubted resources in coal and iron.

It is true that recent investigations, both by foreign experts and by Chinese engineers with Western training, have tended to reverse the opinion that China is exceptionally rich in mineral deposits, and to show that the country is on the whole below the average of mineralisation. There are, nevertheless, large and valuable coal and iron ore deposits in many provinces, to develop which no serious effort has yet been made.

An estimate of the production of coal in China for the year 1920 was given in last year's report, showing a possible output of some 20,000,000 tons, of which nearly 13,000,000 tons were produced by the larger mines worked on modern lines. More recent estimates of the annual production made by various experts show figures ranging between 10 and 18 million tons.

The country's coal reserves are said to be probably between 40 and 50 billion tons. While these reserves are very considerable when compared with the present consumption per head of the population, they would, of course, be small if the consumption were on a level with that of the people of Great Britain or America.

According to China's leading mineral expert, the proportion of anthracite to bituminous coal is no greater than 1.5, while that for the world generally is 1.8.

THE ANGLO-CHINESE ENTERPRISE.

While accurate figures of the output of the majority of Chinese mines are difficult to obtain, those of the great Anglo-Chinese joint mining enterprise in the Chihli Province, the Kailan Mining Administration, are sufficiently remarkable to merit mention here.

In 1912, when the Chinese and British mining companies were amalgamated, the maximum output achieved by the latter was some 1½ million tons a year.

To-day, the output of the joint concern is well over four million tons per annum, a figure which would be very greatly increased if better transport facilities were available and adequate rolling-stock were reserved for coal transportation on the Peking-Mukden Railway.

Upwards of 11,500 tons must be removed from the mines daily to prevent accumulations at the pithead to pile, during the recent unrest and civil war, the company has often considered itself fortunate to be in a position to remove one or two thousand tons.

The known deposits of coal in the field worked by this company exceed 1,000 million tons, sufficient to maintain the present output for nearly 250 years. If present plans for expansion mature, the output should before long reach nearly 20,000 tons a day, or seven million tons per annum.

Various other subsidiary industrial enterprises, such as the manufacture of glass, are contemplated by the company at its port of Chingwangtze; if these plans materialise, this company will become a great industrial undertaking, as well as the largest coal-producing concern in the Far East.

Public interest has further been aroused in the proposal to link up the company's coal resources with the iron-ore deposits of the Yangtze Valley for the manufacture of steel in North China, though it is said that probably owing to the internal state of the country, the project has not got beyond the stage of preliminary investigation.

IRON RESOURCES.

China's iron resources, like those of her coal, have been consistently exaggerated. The iron reserves of the country, as based on six years of study of the question by the Geological Survey, are given as 677 million tons, distributed principally as follows:—41 million in Chihli Province, 377 million in South Manchuria, 23 million in Shantung, 160 million in the Yangtze Valley provinces, and 7 million in Fukien.

These figures represent only such known deposits as have been already studied by the survey, and cannot be taken to be the total existing reserve, which may be possibly twice as much, or at a conservative estimate, 1,000 million tons.

The present production of iron ore in China is some 1,500,000 tons, of which about two-thirds is smelted in the country. There are now eight ironworks in the country constructed or under construction, with a total output equal to some 1,000,000 tons, but progress in this direction during the past year has not been marked.

The exports of iron-ore decreased from 11,223,407 piculs in 1920 to 8,517,162 piculs in 1921. Still more than in the case of her coal deposits, the development of China's iron industry is hindered by lack of the means of transportation for bulky raw materials over long distances.

OTHER MINERALS.

There is but little progress to report in regard to the development of the other minerals produced in China, of which the most important are tin, antimony, tungsten, molybdenum, manganese, lead and zinc.

The local consumption is not yet sufficient to render the working of these mines profitable, and prices have now reached such a low level that there is very slight remuneration for the business done with the result that the majority of the mines that have been working for many years have been forced to close.

(Continued at foot of next column.)

KU KLUX KLAN METHODS.

STARTLING TESTIMONY.

Positive testimony linking members of the hooded Ku Klux Klan with the torture and murder of Daniels and Richards at Mer Rouge, Louisiana, was given at Bastrop on January 9th before State Attorney-General Cobo, and as a result the names of many "Klansmen" will be presented to the grand jury for indictment in connection with the crime, which has shocked the State of Louisiana and the nation.

The prosecutor's chief witness, J. S. Norsworthy, a former captain of the Mer Rouge branch of the Klan, and a prosperous planter, who apparently is not afraid of vengeance and Klan threats of assassination, gave details involving Captain Skipwith (head of the local Klan), Larry Calhoun (Deputy Sheriff), A. L. Smith (a plantation owner), and Dr. McKoin (former Mayor of Mer Rouge).

Norsworthy said he left the Klan because he objected to the society's methods, and particularly to being ordered to horseplay certain men within an inch of their lives and run them out of the State. He swore that Skipwith told him the Klan had marked six men for death and had already "got" Richards and Daniels. To the packed court witness related the story of the kidnapping of five men on August 24th on the Bastrop-Mer Rouge road, two of whom he believed to be Daniels and Richards. The captors, Norsworthy said, were masked with black hoods, which was the raiding garb the local Klansmen used at night. Witness described the Klansmen as holding the laws of their organisation above the laws of the Government, and recognising no laws except their own. He denounced the Klan as an organisation from which he shrank because of its lawlessness.

Norsworthy declared that he was motorising from Bastrop to Mer Rouge on August 24th with C. W. Andrews when he was stopped by a dozen hooded men, all armed with Winchester rifles, who demanded that Andrews should accompany them. Andrews was blindfolded and led away, and Norsworthy was told to drive on. He learned later that Andrews had been flogged. Norsworthy did not see Daniels and Richards captured, but he saw five men, blindfolded being driven away in a truck. Witness swore that Skipwith was the Imperial Cyclops of the Mer Rouge Parish Klan, who directed all its activities and ordered members to the tasks of chastising and punishing.

J. L. Daniels, father of one of the murdered men, testified that Skipwith telephoned that he was going to "get" witness if he had to kill Daniels himself. Capt. Skipwith, the "Exalted Cyclops" of the local Klan, was involved by practically every witness, who testified that Sheriff Fred Carpenter, who had sworn to uphold the law, was accused of perverting his position as "Klabe" in the Klan to interfere with his duty, and that instead of interfering when Daniels was kidnapped, he calmly stood by and did nothing.

Richards' widow said she had recognised Skipwith amongst the hooded gang which first captured her husband and threatened him. Her eyes flashed as she searched the court-room for a glimpse of the man she believes to be responsible for the brutal murder of her husband. "My husband called him 'Captain,'" she said, "but I call him 'Mister' when I descend to speak to him."

Aldie Hamilton, a 17-year-old girl, testified in apparent terror how she had been driven out of the State as she alleged, by Dr. McKoin, then Mayor of Mer Rouge, and others, because, as they charged, she was immoral. She described how a masked mob forced their way into her home, how she was threatened with tar and feathers, how her mother, on bended knees, pleaded with the hooded men not to take her daughter from her, and how the doctor struck her mother and threatened her with tar and feathers if she interfered.

In most instances the Klansmen were identified by the witnesses by their voices or manner of walking.

The Attorney-General brought out additional names of many prominent citizens as being identified with the great crime which has shocked the nation and threatens the future existence of the Klan.

SCRAPS OF PAPER.

HOW MARKS ARE SOLD AT A PROFIT.

An estate manager writes to the Straits Times:—

"Either the newly-arrived Germans in this country, or their agents are selling many thousands of mark notes at an absurd price—cheating the ignorant native. I find my coolies and mandoroes are buying 1,000 Mark notes at \$10 a note. They have been told these will realise \$12.50 in a month's time!! It is obviously a swindle and notices in the various languages should be posted throughout the country. The Mohammedan shopkeepers seem to be the culprits or vendors in Central Johore. My store mandore bought 2,000 marks for \$50, and came to me for information after the transaction. The size of the note—the pretty effect, and the figure '1,000' appeal to the uneducated native. It is time they were enlightened had from the right quarter."

There was, however, a notable advance in the export of lead ore from 20,534 piculs in 1920 to 102,170 piculs in 1921, while zinc ore increased from 150,723 piculs in 1920 to 107,222 piculs in 1921. The export of tin, however, which comes almost entirely from the Province of Yunnan, dropped from 188,940 piculs in 1920 to 103,035 piculs in 1921. Here, again, the decline can be ascribed to the deplorable internal conditions of the province, which has been in an almost perpetual state of civil war.

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HONGKONG JOCKEY CLUB ANNUAL RACES.

THE FIRST DAYS RACING.

DAHLIA STABLE'S NOTABLE SUCCESSES.

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Mr. Claud Severn, C.M.G., Com-
modore H. E. Grace, R.N.

Stewards.—The Hon. Sir C. Paul Chater,
Kt., C.M.G., Mr. D. G. M. Bernard,
Mr. C. C. Boyd, Lieut.-Col. G. K.
Hall Brutton, Mr. D. E. Clark, Mr.
R. M. Dyer, Dr. C. Forsyth, Sir Wm.
Rees-Davies, K.C., Hon. Mr. A. G.
Stephen, Mr. H. P. White.

Stewards in Charge of the Stables.—Mr.
R. M. Dyer and Mr. C. C. Boyd.

Judge.—Mr. F. B. Marshall.

Assistant Judge.—Mr. D. E. Clark.

Starter.—Lieut.-Col. G. K. Hall Brutton.

Second Starter.—Mr. J. G. Lyon.

Stewards in Charge of Paddock.—Mr.
H. P. White and Dr. C. Forsyth.

Handicappers.—Mr. C. C. Boyd and Mr.
F. Sutton.

Stewards in Charge of Pari-Mutuel.—

Mr. D. G. M. Bernard and Hon. Mr.
A. G. Stephen.

Time-keeper.—Mr. M. S. Sassoon.

Hon. Surgeon.—Dr. C. Forsyth.

Secretary.—Mr. E. J. Chapman.

Treasurers.—Messrs. Linstead and Davis.

Clerk of the Course.—Mr. H. Birkett.

The first day of the annual race meet-

ing yesterday passed off very success-

fully. Bright and clear weather favoured

the event, but the air—especially before

and during the tiffin interval—was de-

cidedly chilly. As the day wore on, how-

ever the temperature rose appreciably

and enabled overcoats to be discarded.

The new arrangements at the course,

whereby the crowd of spectators was

spread over a more extensive area, made

comparisons as regards attendance a

little difficult, but we fancy that not-

withstanding the unusual coldness of the

atmosphere, the gate receipts will com-

pare favourably with the receipts of

previous years for the first day of the

meeting. The Chinese stands were as

crowded as ever and a large concourse

of Chinese watched the racing from the

rails, opposite the enclosures. H.E. the

Governor and Lady Stubbs arrived in

time to see the second race in which His

Excellency's pony was a starter, and re-

mained throughout the day.

The general arrangements appeared to

give satisfaction. The pari-mutuel and

cash sweep business was, as usual, under

the direction of Mr. U. Rumjahn.

Wiseman Café did the catering, and the

Band of the King's Regiment played an

excellent programme of music throughout

the day.

The racing throughout the day was

keen and interesting. Good fields were

the rule, a field of four in the race for

the Garrison Cup proving the exception.

An outstanding feature of the racing was

the remarkable success of Sir Paul's

stable. Mr. Vida, who is riding Sir

Paul's first string this year, did the

"hat trick" before the tiffin interval,

winning three races in succession. The

good fortune of the Stable continued in

the afternoon when Mr. Moller, riding

for Sir Paul, brought home three more

winners. Altogether the Dahlia stable

had 9 wins, 3 seconds and 1 third to

its credit.

The Trial Plate rather upset calcu-

lations regarding the Derby to-day.

Harvest King which has been a hot

favourite for the Derby, ran third to

Orient Dahlia (Mr. Moller up) and Ideal

Dahlia (Mr. Soares up). What is under-

stood to be the Dahlia favourite for the

Derby—Valiant Dahlia—came out in the

tenth race of the day—the Racing Stakes

—as also did Mr. Hector Sassoon's Derby

favourite—Roman Victory. The latter

won by a length and a half from Valiant

Dahlia (Mr. Vida riding), Satisfaction

Dahlia (Mr. Moller up) being a close

third. The distance for the Trial Plate

is a mile and a quarter and for the

Racing Stakes a mile, while the distance

for the Derby is a mile and a half, so

that there is still room for speculation

as to the staying power of the respective

ponies.

The largest dividend of the day—\$216—

was paid on Orient Dahlia in the Trial

Plate.

Details of the various events follow:

1.—THE WONG-NEICHONG STAKES.

Winner, \$200; Second, \$200; Third, \$100.

For China ponies, subscription griffins

on date of entry allowed 5 lbs. Sub-

scription griffins of this season, 1922-

1923, allowed 10 lbs. One mile.

Sir Paul's Honesty Dahlia, 152 lbs.

(Mr. Vida) 1

Messrs. Stephen and Stitt's Benz, 152

lbs. (Mr. Crockam) 2

Mr. Henry Humphreys' Speckled

Mouse, 153 lbs. (Mr. Doyle) 3

Mr. H. Birkett's Night Star (late

Chang Tso Lin), 152 lbs.

(Mr. Moses) 0

Mr. Gilpin's Western Union, 152 lbs.

(Mr. Matcham) 0

Mr. Graham's Autumn Time, 153 lbs.

(Mr. Zelenzky) 0

Sir Paul's Seaside Dahlia (late Exche-

quer Bill), 155 lbs. (Mr. Moller) 0

Messrs. G. H. Potts and Ellis Hayim's

Fighting King, 155 lbs. (Mr. Hill) 0

Mr. Hector Sassoon's Roman Pride,

153 lbs. (Mr. Dalgarno) 0

Mr. Seth's Trille II., 153 lbs.

(Mr. Seth) 0

Time: 2mins. 05secs.

Won by a short head, two lengths, be-

tween second and third.

This race provided a most exciting

finish, Sir Paul's Honesty Dahlia and

Messrs. Stephen and Stitt's Benz fighting

the race out—neck and neck right to the

end. The Dahlia just managing to win

by a short head. There were ten ponies

in the field. At the start Honesty

Dahlia (Mr. Vida up) went to the front

and going past the stand for the first

time the leaders were: The Dahlia, Benz

and Speckled Mouse. This order was

maintained all the way round with the

Dahlia increasing his lead by a couple of

lengths at the Rock. Benz then closed

up, and coming down the Home straight,

Benz drew level and went slightly ahead

of Dahlia. It looked like a win for Benz

but about 10 yards from the finish Mr.

Vida spurred and got in a short head

in front of Benz amidst much excitement.

Pari-mutuel. Cash Sweep.

Winner: \$17.90 Ticket No.

1, 7.50 32, \$1,100.50

2, 7.50 33, 341.80

3, 11.90 312, 170.90

Unplaced ponies (\$25 each)—Nos. 231,

204, 370, 27, 618, 198, 244.

4.—THE VALLEY STAKES.

Winner, \$750; Second, \$250; Third, \$150.

For subscription griffins of this

season 1922-1923. Three quarters of a

mile.

Sir Paul's Diadem Dahlia, 155 lbs.

(Mr. F. Vida) 1

Mr. John Peel's Yellow River, 153 lbs.

(Mr. Zelenzky) 2

Messrs. Albert and Arnold's Ding

Dong, 153 lbs. (Mr. Soares) 3

Mr. Alsures Robin Gray, 153 lbs.

(Mr. Dalgarno) 0

Mr. Ferdinand's Royal Oak, 153 lbs.

(Mr. J. M. Remedios) 0

Mr. Harley's Dempsey, 152 lbs.

(Mr. W. Hill) 0

Messrs. Hosie and Cook's Old Monkey-

nuts, 153 lbs. (Mr. H. Serh) 0

Mrs. John Johnstone's Druid, 152 lbs.

(Mr. Adams) 0

Mr. Logan's Red Rufus, 152 lbs.

(Mr. Logan) 0

Mr. Robert's Renfrew, 153 lbs.

(Mr. M. Matcham) 0

Mrs. Hector Sassoon's Roman Bay, 155

lbs. (Mr. J. H. Gibson) 0

Time: 1min. 35.4-5secs.

Won by three lengths, four lengths be-

tween second and third.

This, the most important race of the

day, resulted in a comparatively easy win

for Sir Paul's Diadem Dahlia (Mr. Vida

up). Eleven ponies comprised the field

and some time was lost in getting them

away, the Druid (Mr. Adams up) giving

some trouble. After three false starts

the ponies got away together, the Dahlia

lying fourth and Mr. Remedios on Royal

Oak bringing up the rear, many lengths

behind. Going up the back stretch

Diadem Dahlia went to the front with

Yellow River coming up into fourth pos-

ition. At the Village Bend it was seen

that the Dahlia had the race well in

hand. This pony was not being pressed

by the rider and appeared to

very easily increase his lead, win-

ning at a canter with three lengths

to spare. Dempsey was much fancied, but

could not get out of the bunch and

lay fourth coming into the home straight.

Yellow River, came up well passing Ding

Dong and running into second place.

He finished four lengths in front of Ding

Dong. Red Rufus brought up the rear.

Pari-mutuel. Cash Sweep.

Winner: \$8.90 Ticket No.

1, 6.10 208, \$1,227.50

2, 7.50 281, 349.20

3, 9.50 153, 179.60

Unplaced ponies (\$25 each)—Nos. 131,

155, 111, 374, 88, 253, 262, 233.

2.—THE VICTORIA STAKES.

Winner, \$200; Second, \$200; Third, \$100.

For China ponies, bond-fide griffins

on date of entry allowed 5 lbs. Sub-

scription griffins of this season, 1922-

THE GARRISON CUP.

Presented by the Officers of the Garrison, \$400 added for Winner. Second, \$250; Third, \$150. For subscription griffins of any season. Weight for inches as per scale. Winners at previous official meeting of one race 7 lbs.; of more than one 10 lbs.; at this meeting 3 lbs. extra. Penalties accumulative. (Jockey allowance.) One mile.

Mr. Ferdinand's Royal Conqueror. (late Parnahop), 135 lbs. (Mr. Soares) 1

Mr. Seth's Knockup Leg, 153 lbs. (Mr. Seth) 2

Mr. John Peel's West River, 154 lbs. (Mr. Zellensky) 3

Mr. Towers' Mossie Tile, 162 lbs. (Mr. Hill) 4

—2 lbs. penalty...
—7 lbs. penalty...

Time: 2 mins. 12.3-secs.
Won by a length, half a length between second and third.

Knockup Leg got away first leaving West River to take second place. Royal Conqueror and Mossie Tile kept together. Going up the back stretch the field began to close up, and at the village bend the ponies were in a bunch. Royal Conqueror took the lead past the Village Bend, and Knockup Leg ran Mossie Tile hard for the second place, just getting ahead. West River came home last.

Pari-mutuel. Cash Sweep.
Winner: \$11.50 Ticket No. 1, 6.80 2, 15.00
Unplaced ponies (\$25 each)—Nos. 609.

THE CAUSEWAY BAY STAKES.

Winner, \$600; Second, \$200; Third, \$100.

For China ponies that have arrived in Hongkong previous to 1st July, 1928, and have not left the Colony and have run in at least 3 Gnykhana meetings in Hongkong in 1928, and subscription griffins of this season. Subscription griffins of this season, 1928-1929, allowed 7 lbs. (Jockey allowance.) One mile.

Mr. H. Birkett's Rialto Star, 155 lbs. (Mr. Hill) 1

Mr. Hector Sassoon's Roman Warrior (late Waterloo), 150 lbs. (Mr. Gibson) 2

Mr. Adams' Scamperdale, 155 lbs. (Mr. Seth) 3

Messrs. Albert and Arnold's Dandy Kid, 155 lbs. (Mr. Soares) 4

Mr. John Peel's West River, 147 lbs. (Mr. Zellensky) 5

Capt. E. G. Spinks' Lightning 135 lbs. (Capt. Spinks) 6

Time: 2 mins. 07.4-secs.
Won by 5 lengths. Six lengths between second and third.

Rialto Star led at the start, followed by Roman Warrior and Lightning, but passing the Football Stand, Roman Warrior caught up with Rialto Star, and the two ran level for some way. Lightning and Scamperdale were running hard for the third place. At the Village Bend, Roman Warrior and Rialto Star were still fighting it out, but past the furlong post Rialto Star got away, and came home a winner by five lengths, followed by Roman Warrior and Scamperdale.

Pari-mutuel. Cash Sweep.
Winner: \$8.10 Ticket No. 1, 6.00 2, 6.00 3, 8.40
Unplaced ponies (\$25 each)—Nos. 626, 267, 676.

THE JOCKEY CLUB STAKES.

Winner, \$600; Second, \$200; Third, \$100.

For China ponies. Griffins allowed 5 lbs. Subscription griffins of this season, 1928-1929, allowed 10 lbs. Winners at this meeting 5 lbs. extra. (Jockey allowance.) One mile, and a quarter.

Sir Paul's Empire Dahlia, 161 lbs. (Mr. E. Moller) 1

Mr. Hector Sassoon's Roman Republic (late Bankersfield), 155 lbs. (Mr. W. G. Crokan) 2

Mr. Dynasty's Spotted Sand, 155 lbs. (Mr. Dalgarno) 3

Mr. Da Rozas' Dapper Dan (late Yanish), 149 lbs. (Mr. Da Rozas) 4

Mr. Ferdinand's Royal Crusader (late Starland), 155 lbs. (Mr. F. M. L. Soares) 5

Messrs. G. H. Potts and Ellis Hayin's Allied King, 155 lbs. (Mr. W. Hill) 6

Time: 2 mins. 42.1-secs.
Won by two lengths. One and a half lengths between second and third.

This was an extremely bad start, Royal Crusader being left standing at the starting post. The favourite, Allied King, went to the front at the commencement, with Roman Republic and Empire Dahlia taking second and third place respectively. This order was maintained past the stands for the first time, rounding the Football Stand, Spotted Sand

came up on the outside and, going in the back stretch, went into first position, with the Roman pony creeping up on the outside of Mr. Hill's mount (Allied King). At the Village Bend Empire Dahlia, lying well back, began to creep up on the first three and on entering the home straight this pony (Mr. Moller up) darted forward, through the bunch and then challenged the two leading ponies, Roman Republic and Allied King. Spotted Sand had dropped back to fourth place. Empire Dahlia made a very fine spurt and, in the last hundred yards, not only beat the leaders but finished two lengths in front of Roman Republic, while Spotted Sand overtook Allied King and finished third, a length and a half behind Roman Republic.

Pari-mutuel. Cash Sweep.
Winner: \$24.70 Ticket No. 1, 6.70 2, 7.90 3, 8.80
Unplaced ponies (\$25 each)—Nos. 383, 184, 621.

THE RACING STAKES.

Winner, \$600; Second, \$200; Third, \$100.

For griffins on date of entry and ponies that have never won an official race. Subscription griffins of this season 1928-1929 allowed 5 lbs. Winners barred. (Jockey allowance.) One mile.

Mr. Hector Sassoon's Roman Victory, 153 lbs. (Mr. Hill) 1

Sir Paul's Valiant Dahlia, 152 lbs. (Mr. Vida) 2

Sir Paul's Satisfaction Dahlia, 153 lbs. (Mr. Moller) 3

Mr. A. H. Carroll's Maple Leaf, 145 lbs. (Mr. Soares) 4

Mr. Dynasty's King Johnnie, 155 lbs. (Mr. Dalgarno) 5

Mr. Ferdinand's Royal Earl, 152 lbs. (Mr. G. H. Gibson) 6

Messrs. Leitch and Moseriff's Aviemore, 158 lbs. (Mr. W. Doyle) 7

Mr. Seth's Even though, 155 lbs. (Mr. H. Seth) 8

Time: 2 mins. 08.2-secs.
Won by a length and a half. Neck between second and third.

Roman Victory made his first appearance on the day in this race, and, as a hot favourite for the Derby, was naturally strongly backed in this race for a win. There were seven starters in the field. The ponies got away after one false start, with Maple Leaf being left badly. Royal Earl (Mr. Gibson up) went to the front at a pace which apparently could not be kept up. Valiant Dahlia running second, hugging the rails, with Roman Victory close behind, went into first place. Roman Victory drew level at the incline. At the Rock, Roman Victory eased up and Royal Earl went slightly in front, but soon afterwards the favourite ran into second place with Valiant Dahlia coming out of the bunch and challenging Royal Earl. Coming into the home straight, Roman Victory drew level with Valiant Dahlia and shortly afterwards took the lead. Satisfaction Dahlia was coming up nicely, and at the distance post came up with the Valiant. A hard fought struggle for second place ensued between these two ponies. Valiant Dahlia just managing to get in second, a neck in front of Satisfaction Dahlia. Roman Victory won by a length and a half. Even Though and Maple Leaf brought up the rear, many lengths behind the others.

Pari-mutuel. Cash Sweep.
Winner: \$8.40 Ticket No. 1, 5.40 2, 5.40 3, 6.60
Unplaced ponies (\$25 each)—Nos. 685, 284, 30, 806, 746, 476.

THE KALCAN PLATE.

Winner, \$600; Second, \$200; Third, \$100.

For China ponies. Subscription griffins of any season non-winners of an official race. (Jockey allowance.) Seven furlongs.

Sir Paul's Dainty Dahlia, 155 lbs. (Mr. Moller) 1

Mr. John Peel's Yellow River, 153 lbs. (Mr. Zellensky) 2

Mr. Ferdinand's Royal Oak, 155 lbs. (Mr. Remedios) 3

Mrs. Bernard's Meadowsgrass, 158 lbs. (Mr. Dalgarno) 4

Mr. Da Rozas' Dapper Don (late Aloha), 147 lbs. (Mr. da Rozas) 5

Messrs. Dyer and Beith's Gallowgate, 155 lbs. (Mr. Matcham) 6

Mrs. Forsyth's Cooch Behar, 155 lbs. (Mr. Doyle) 7

Mr. Harridan's Bhudmash, 152 lbs. (Mr. Soares) 8

Mr. Logan's Red Rufus, 152 lbs. (Mr. Seth) 9

Mr. Pantomime's Fairy Foot, 153 lbs. (Mr. Davies) 10

Messrs. G. H. Potts and Ellis Hayin's Undaunted King, 155 lbs. (Mr. Hill) 11

Mrs. Hector Sassoon's Roman Ash, 155 lbs. (Mr. Crokan) 12

Capt. E. G. Spinks' Hark Forard, 150 lbs. (Capt. Spinks) 13

Mr. Staves' Grayled, 147 lbs. (Mr. Moses) 14

Time: 1 min. 58.3-secs.
Won by a length and a half; half length between second and third.

(Continued at top of next column)

HONGKONG HOTEL'S NEW BALL-ROOM OPENED.

A HANDSOME ADDITION TO THE AMENITIES OF HONGKONG.

Those who "husbanded the golden grain" and "those who flung it to the winds like rain"—at the Races—had the opportunity last night of celebrating their good fortune or forgetting their losses at a fancy dress carnival at the Hongkong Hotel, arranged to celebrate the opening of the new roof-garden and ballroom. A large number of guests sat down to dinner in the Grill Room and afterwards were conveyed, by the large new lifts provided, to the roof-garden.

There was naturally a great deal of interest in the latest provision made by the Hotel for the entertainment of its numerous supporters. It may be said at once that the ballroom is a very handsome addition to the hotel. It has a perfect dancing floor and is a spacious and handsome apartment, decorated with old gold, relieved with blue. Above the alcoves in the walls is a trellis work decorated with a design of vine tendrils, with clusters of white and purple grapes which have an electric lamp within them. Whilst on the subject of lighting, it should be mentioned that the principal lamps are hidden in the mouldings and their light is reflected from the ceiling. By an ingenious device the colours of the lamps change continually with a very charming effect.

Around the ballroom is the roof-garden, tastefully decorated with pot lamps, trellis work and tiled floor. This will provide most agreeable sitting-out accommodation on summer evenings.

It is the intention of the management to make the utmost use of the new ballroom for adding to the amenities of the hotel. It will be available for dinners and tea dances, cinematograph entertainments and Sunday evening orchestral concerts.

FIRES AT WEST POINT.

SUGAR AND RICE DAMAGE.

A number of coolies employed at a godown situated under the the To Restaurant, West Point, were carrying bags of sugar into the building yesterday afternoon when one man upset a kerosene lamp which was being used to pinaze the place. Fire broke out, and Fire Brigade was immediately sent, and arrived on the scene in very little time under the command of Mr. M. Dense. Volumes of smoke were pouring through the doorways and windows and firemen were unable to operate hose by any other means than to get the windows, from the outside, about twenty minutes time they had flames under control.

A good deal of damage was done to the sugar and rice, though was not so much the result of the fire as by the water from the hose. Over a thousand bags of sugar were wet, and this amount did not include godowns to about 500 bags already ingodown. Fortunately the sugar and rice was insured with the South British Insurance Company for \$150,000.

A fire alarm was also given Fourth Street, West Point, yesterday afternoon, but it proved to be only a dry fire.

The last race of the day was the biggest field. There were 14 starters. The ponies got away to a fair start and by the Football Stand, Mr. On Undaunted King went to the front with Dainty Dahlia lying fourth. Yellow River, in the bunch close behind, went up the back stretch. Yellow River drew out of the field level with the leader at the Rock. Despite being on the outside Yellow River gradually passed Undaunted King and went into first place. In the straight Dainty Dahlia left the bunch and ran into first position, finishing easily with a length and a spare. Yellow River was second, followed on Royal Oak managed by Undaunted King from the post and finished third, half a length behind Yellow River.

Pari-mutuel. Cash Sweep.
Winner: \$18.50 Ticket No. 1, 7.70 2, 6.40 3, 31.10
Unplaced ponies (\$25 each)—Nos. 782, 606, 818, 427, 228, 842, 371, 630, 620.

CHANGSHA MINING ACTIVITIES.

GENERAL CONDITIONS AND PROSPECTS.

In the course of a report on the trade of Changsha, Hunan, Central China, the British Commercial Counsellor to H.M. Legation at Peking gives some interesting details regarding the mining activities of the district.

The chief mineral exports, he states, were lead ore, zinc ore, lead pig, antimony regulus or oxide, manganese, and coal. The minor exports were spelter, white arsenic oxide, zinc oxide, wolframite, tin and graphite, and lead and zinc ores. Wolframite and antimony as regulus and oxide were shipped overseas, the other exports being local.

Lead and zinc come from the Shukou-an State mines near Hangchow. Hitherto exports have been from the accumulations of the war years; after next May these stocks will be exhausted and at most some 10,000 tons zinc ore and 6,000 tons of lead ore may be exported each year until the mine stops for want of ore. Depletion is near unless new ore bodies are discovered.

The Lungwanzhan mine has not been opened in modern times although it is only one mile from the Shukou-an mine. Large outcrops of iron pyrites with good evidence of lead ores underneath have warranted a contract for boring 6,000 ft. with diamond drills being let to a British firm. The hinchuantang-Tachiling mine exported about 500 tons of lead ore this year. The mine is near Chenchow in South Hunan. There are numerous lead zinc mines in the near vicinity. Antimony mines are numerous in the western part of Hunan, but the only ones working are those near Hsi Kwang Shan and Sinhua, about 100 miles east-south-east from Changsha. Here are two smelters, one built by Germans before the Hunan Government. Being on the spot, the Chinese have the best chance to buy regulus or oxide at cheapest prices, and, having organized their markets in Europe, have practically a monopoly of the antimony trade. No determined British effort has been made to capture it.

With a stable Government whose contracts could be relied on and whose control of private enterprise was reasonable, there would be inducement for foreign capital to open out lead, zinc, coal, antimony, tungsten, tin and arsenic mines, by the formation of joint companies. But preliminary expenses would be so large that without such guarantee as above British capital can find better employment in other quarters.

WEIHAUWEI.

REPORTED BRITISH TERMS OF RESTORATION.

From the Manchuria Daily News (a Japanese paper published in English at Dairen) we take the following:—

The British conditions proposed in connection with the restoration of Weihaiwei, now under negotiation, are said to be as under:—

1.—Naval Ground on Liukungtao Island, with Club, Barracks, parade ground, residences for naval officers, hospital, and the area appertaining thereto comprising 7,000 acres, to be retained by Great Britain.

2.—The Upper District, together with the waste land, to be restored to China in consideration of Silver Yen 70,000,000. [approximately £7,000,000.]

3.—Great Britain and China each to hold a preferential right to the points at Weihaiwei for berthing and mooring vessels; China can not alter the status quo on Liukungtao Island; neither can the Chinese take up any construction work on the same Island; leasehold of land belonging to British subjects to run from 20 to 50 years, subject to renewal at the expiry of the term; concession to build a motor-car road from Weihaiwei to Chefoo reserved by Great Britain; China to pay Y100,000 for submarine cable line, Y1,500,000 for the past management, Y1,400,000 for price of stocks, and Y200,000 for Harbour, in addition to travelling expenses, home retirement allowances, and annuities for the British officials.

4.—For administration of Weihaiwei, a British subject to be engaged as Supreme Adviser, and all British merchants to be entitled to a voice in the administration.

CHINA AND TRADE MARKS.

The Asiatic News Agency says:—

The Chinese Government has given permission for the establishment of a special bureau to have charge of the registration of foreign and Chinese trade marks, as complaints have been received from various sources about the infringement of trade marks by counterfeiters. The Ministry of Agriculture and Commerce is reconsidering the trade marks regulations which were drawn up by the Chinese Manchuria Court some years ago; but they were not enforced on account of foreign protests, and Mr. Li Ken-yuan, Minister of Agriculture and Commerce, has appointed officials to compile the Chinese trade marks, after modern foreign methods.

TO H.M. THE KING

H.R.H. THE PRINCE OF WALES

BY APPOINTMENT



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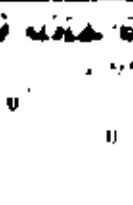
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FOR THIS WEEK.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE RUHR.

TWO MORE RAILWAY "ACCIDENTS."

COLOGNE, February 27th.
A train from Aix-la-Chapelle was switched on to the wrong line and crashed into a stationary train at Dueren. The first two coaches were telescoped, and it is reported that twenty-two persons were killed.

Another train has been derailed near Coblenz, owing to the signals having been tampered with, but there were no casualties. The signalman has been arrested.

The Inter-Allied Rhineland Commission has suspended the *Frankfurter Zeitung* for three months.

PUBLIC FUNERAL FOR GERMAN WORKMAN.

BOCHUM, February 27th.
The town was in mourning on the occasion of the public funeral of the workman who was shot dead by the French on February 23rd. All shops were closed along the route, which was lined with big crowds, despite the French measures to prevent an ingress of people from the neighbourhood. The French guard saluted the passing cortege.

EARLIER CABLES.

GERMANY PROTESTS AGAINST "ACTS OF VIOLENCE."

BERLIN, February 27th.
The German Government has sent a fresh note to the French Government protesting against the various acts of violence alleged to have been committed by French and Belgian troops in the Ruhr. It asserts that these are so numerous that they cannot be dealt with individually, but quotes various examples.

LONDON, February 27th.
The Rhineland Commission has decided to take under its authority from February 28th the new territory occupied by the French between the Cologne and Coblenz and Coblenz and Mayence bridgeheads. Lord Kilmarnock abstained from voting.

LATEST CABLES.

AMERICAN POLITICS
MINISTER TO NETHERLANDS
NOMINATED.

WASHINGTON, February 27th.
President Harding has nominated Mr. Richard M. Tobin as Minister to the Netherlands.

MR. FALL'S SUCCESSOR
APPOINTED.

The Senate has confirmed the nomination of Mr. Hubert Work (Postmaster-General) to be Secretary of the Interior in succession to Mr. Albert B. Fall.

FAILURE OF SHIP SUBSIDY
LEGISLATION.

With the failure of the ship subsidy legislation this session, the Administration is likely to abandon the effort to obtain Government aid for the mercantile marine, but will embark on a policy of transferring vessels to private hands.

EARLIER CABLES.

PRESIDENT HARDING'S REQUEST
POSTPONED.

WASHINGTON, February 27th.
The Foreign Relations Committee of the Senate has virtually decided to postpone to the next session of Congress any action as regards President Harding's international court of justice request.

PRESIDENT ASKED FOR A
STATEMENT.

The Foreign Relations Committee has passed a resolution calling on President Harding to state whether he favours an agreement obliging the governments which signed the protocol creating the International Court of Justice to submit all disputes which are not able to be settled diplomatically.

LATEST CABLES.

RUBBER PRODUCTION.

U.S. AND BRITISH MANUFACTURERS
TO CO-OPERATE.

WASHINGTON, February 27th.
The Rubber, Tyre and Automobile Accessories Manufacturers' Conference has passed a resolution favouring the repeal of the British Colonies' increased duties on rubber exports, and has also agreed to co-operate with the United States Government in ascertaining the feasibility of developing new sources of rubber in American insular possessions.

A committee has been appointed to co-operate with British manufacturers to secure the repeal of the British restrictive laws which, it is alleged, British manufacturers are anxious to bring about.

The Secretary of Agriculture, Mr. Wallace, has stated that the further investigation of rubber growing is dependent on the congressional appropriation.

IRISH REBELLION.

COUNTING THE COST OF REBEL
DESTRUCTION.

LONDON, February 27th.
In the course of a debate in the Dail Eireann, Mr. Cosgrave (President) said that the most conservative estimate of damage done throughout Ireland, due to the disturbances was £40,000,000. The damage in Dublin amounted to £4,000,000.

CANADIAN WIRELESS.

STATION TO COMMUNICATE WITH
AUSTRALIA AND JAPAN.

OTTAWA, February 27th.
The Canadian Government has granted permission to the Canadian Marconi Company to erect a wireless station at Vancouver, with a range of 7,000 miles, for the purpose of communicating with Australia, Japan and Montreal.

THE DAVIS CUP.

JAPAN ISSUES A
CHALLENGE.

TOKYO, February 28th.
Japan has issued a challenge in the Davis Cup Competition. The Japanese representatives will be Kumagai, Shimizu, Kashio and Fukuda.

FOOTBALL

SCOTTISH LEAGUE.

LONDON, February 27th.
Following are the results in Scottish League matches played to-day.

Celtic..... 1 St. Mirren..... 0
Raith..... 1 Alloa..... 0

EARLIER CABLES.

M.C.C. FREE STATE.

BLOMONTAIN, February 27th.
The M.C.C. compiled 232, Street contributing 88. The Free State replied with 129, Fender taking 7 for 55. The M.C.C. won by 256 runs.

WORLD WAR FEARED.

MESSAGE TO PROTESTANT
CHURCHMEN.

NEW YORK, February 27th.
Fearing that the world is drifting into a war calculated to eclipse civilization, the federal council of the Churches of Christ has sent a message to 150,000 Protestant churchmen urging them to press the Government to take a larger part in international problems, and advocating an international economic conference.

U.S. TRADE BOOM.

EFFECT OF BRITISH DEBT
SETTLEMENT.

LONDON, February 27th.
Interviewed on his return from the United States, Sir Eric Geddes said the settlement of Britain's debt had a most excellent effect in America. There was a great trade boom there at present, and with a feeling of returning confidence all round, and no unemployment, trade was very good indeed.

SOVIET CONCESSION.

GRANTED NORWEGIAN SEALING
FIRM.

CHRISTIANIA, February 27th.
The Soviet Government has granted a concession to a Norwegian firm authorizing fifty-five Norwegian ships to kill seals within a twelve mile limit of North Russian waters, between February 20th and June 15th.

U.S. NAVAL OIL RESERVE.

WASHINGTON, February 27th.
Mr. Fall announces the withdrawal of twenty million acres of land in Alaska to form a new naval oil reserve.

INTERNATIONAL OUTLOOK.

LORD CURZON CONDEMNNS POLICY
OF A "UNIVERSAL SKEDADDLE."

LONDON, February 27th.
Lord Curzon in a speech at the Aldwych Club said he believed the peace party at Argos would prevail over the war party. He did not conceive it possible that any nation in the long run could reject a treaty so generous and considerate, which would enable Turkey to resume her career in Europe and Asia. The foreign situation was improving slowly but surely.

Referring to the Ruhr, he emphasised that a solution of the reparations question was an international problem, and not reserved to France, Belgium and Italy alone. He looked forward to the day when it would be solved by international action. He was shocked at reading the almost piteous appeals in the press that the British should withdraw from everywhere the Rhine, Constantinople, the Straits, and Bagdad. He had no sympathy for the policy of a universal skeddaddie. A withdrawal was an expedient sometimes wise and necessary, but not a policy. We must consider not only the money but our obligations of honour and British interests, also the consequences of a too hurried and irrational withdrawal and its effect upon the peace of the world. He would not say there were not places where we might have to withdraw, but we must be very cautious lest we laid the country in difficulties. It were better to stay a little longer than leave too soon.

A SUBMARINE SEAPLANE.
DISQUIETING POST-WAR GERMAN
INVENTION.

LONDON, February 27th.
A submarine seaplane, designed to act as the eye of an oncoming submarine or commerce destroyer, has been satisfactorily tested in Germany according to French correspondents in Berlin, who refer to the machine as "one of the most disquieting post-war German inventions." It is claimed that sections are enclosed in a watertight tube lashed to the deck, and can be assembled in five minutes. The machine is equipped with wireless, and can fly five hundred miles without alighting.

MOZAMBIQUE CONVENTION.

PORTUGAL ASKING TOO
MUCH.

CAPE TOWN, February 27th.
In the Assembly, moving the approval of a continuance of the first part of the Mozambique Convention, subject to six months' notice, General Smuts said that Portugal and South Africa had agreed that the convention no longer suited the relations of the two countries. The Portuguese asked for too much, but he did not despair of an eventual agreement. He would prefer an arrangement regarding Delagoa Bay, but failing this he would be prepared to advise Parliament to establish a port within the union.

ANOTHER CAIRO OUTRAGE.

BRITISH SOLDIERS INJURED
BY BOMB.

CAIRO, February 27th.
Five British soldiers and three Egyptians have been wounded, two of the former severely, by a bomb thrown in the main road at nightfall; it is believed from a building. The police are rigorously searching the houses in the vicinity, but have not effected any arrests.

SARAWAK GOVERNMENT.

GOOD FOR TROPICAL
PEOPLE.

LONDON, February 27th.
In a lecture on Sarawak at the Royal Colonial Institute, Mr. Charles Hose declared the continuance of the future strong line of Rajahs imbued with the Brooke tradition and supported by public opinion at home, was the main thing required to carry on the system which had made Sarawak a good Government over a tropical people.

A ROCKEFELLER PURCHASE.

NEW YORK, February 27th.
Mr. John D. Rockefeller, junior, has bought in London six Rockefellerould tapestries, it is stated, at a price of a million dollars.

FAR EASTERN CABLE

NEWS.

[THROUGH REUTER'S AGENCY.]

INSURANCE CO. MERGER.

TWO CHINA COMPANIES TO BE AB-
SORBED BY SUN CO. OF CANADA.

SHANGHAI, February 26th.

The *China Press* understands that the Sun Life Assurance Company of Canada will shortly absorb the China Mutual and Shanghai Life Insurance Companies.

CHINESE MILITARISTS ACTIVE.

INVASION OF SZECHUAN PLANNED.

PEKING, February 27th.
It is reported from Szechuan that General Tan Hsih Ao's forces have been defeated at Kienchow. General Liu Cheng Hsiang will now be able to take the offensive.

Representatives of General Wu Pei Fu, General Shen Huang Ying and other military leaders are holding a conference at Hankow. It is reported that they are discussing the invasion of Szechuan. It is reported that General Wu Pei Fu has agreed to a pardon for the Anfu General Li Shih Han.

RAILWAY BRIDGE DAMAGED.

PEKING, February 28th.
A break has occurred at a bridge on the Kienchow-Tsinanfu railway. The Chiao Tungpu (Ministry of Communications) has despatched an investigator.

CHINESE BANKERS' CONFERENCE.

TO BE HELD IN APRIL.

PEKING, February 28th.
The Chinese Bankers' Association is planning a conference representative of all China. The conference date is fixed for April 15th.

"TWENTY-ONE DEMANDS."

PEKING, February 27th.
The House of Representatives will discuss the abrogation of the "Twenty-One Demands," and enquire what Government has done since the previous resolution was passed.

BOXER INDEMNITY.

DEMANDS FOR GOLD PAYMENT.

PEKING, February 27th.
The House of Representatives will discuss the gold franc payment of the French share of the Boxer Indemnity. It is reported that the Spanish Ambassador has asked that Spain's share of the Boxer Indemnity be paid in gold pesetas.

FINANCE MINISTRY.

LIU EN-YUAN'S RESIGNATION
ACCEPTED.

PEKING, February 27th.
The Government has decided to accept Liu En-yuan's resignation, and to appoint Su Hsi-ti, Vice-Minister of Finance.

CRICKET 150 YEARS AGO.

A century and a half ago the *Bath Chronicle* reported a cricket match played at Guildford between Hambledon and All England. It was not by any means the first important game of cricket ever played—indeed there still exists a record of the full score of a match 23 years earlier in which All England was played by Kent. But we believe that it is the first known report given in a newspaper. For centuries, says the *Daily Chronicle*, the game had existed in a rudimentary form; and for centuries it had been under a cloud, just as Sunday games were under a cloud in London until the L.C.C. removed its ban. The objection to it in the later Middle Ages was not that it interfered with religion, but with the more useful and mainly practice of archery; so it was put under an interdict.

Indeed it was not till 1748—long after public schoolboys were trained to be adepts and sporting gentlemen had heavy bets on village matches—that it was decided in a court of law that cricket was not an "illegal" game. From that time its popularity and prestige advanced by leaps and bounds. For a century and a half it has been the summer national sport.

AMERICAN CABLES.

[ASSOCIATED PRESS SERVICE TO MANILA PAPERS.]

The following Associated Press messages are extracted from Manila Papers:—

THE CAPE COD CANAL.

HOUSE FILIBUSTER AGAINST ITS
PURCHASE.

WASHINGTON, February 21st.
Members of the House today started an apparent filibuster against the Bill proposing the purchase of the Cape Cod canal.

[The Cape Cod canal which connects Barnstable and Buzzards Bay, Massachusetts, is approximately thirteen miles long. It was formally opened for traffic in July, 1914. The distance between Boston and New York by way of the canal is seventy miles shorter than by the outside passage. The waterway was built by the Cape Cod Construction Company (August Belmont, president and William Barclay Parsons, chief engineer), and cost \$12,000,000. Vessels drawing twenty-five to thirty feet of water may pass through the canal.]

ELABORATE COUNTERFEITING
PLOT.

NEW YORK, February 21st.
Sixty-four persons were arrested to-day in what secret service agents described as the "most elaborate counterfeiting plot ever uncovered in the United States," including nine wholesale distributors of counterfeiting money plants located in Manhattan, Brooklyn, Long Island and New Jersey.

Two, five, ten and twenty dollar bills were sent in great numbers throughout the United States, Cuba, the West Indies and European ports. This country was also flooded with counterfeit gold and silver as well as millions of counterfeit internal revenue stamps.

WIDOW OF CIVIL WAR GENERAL
DIES.

WASHINGTON, February 22nd.
Mrs. John A. Logan, widow of the civil war general, died to-day, aged eighty-four.

[Mrs. John A. Logan, since the death of her husband, General John A. Logan, in December, 1888, has edited the *Home Magazine* and contributed to many other magazines and news syndicates. She has also devoted much time to perpetuating the name of her husband and after the war served one term in the United States senate from Illinois. Her only son, Major John A. Logan, Jr., was killed in battle November 11th, 1899, at San Jacinto.—P.I.]

NEW RECORD BY HELICOPTER.

DAYTON, OHIO, February 21st.
A new record was set to-day by a helicopter which remained in the air two minutes and forty-five seconds and reached a height of fifteen feet. It is reported that Thomas A. Edison may aid the air service in perfecting the helicopter.

FOREIGN TRADE ACADEMY
SUGGESTED.SITE RECOMMENDED IN MIDDLE
WEST.

CHICAGO, February 21st.
Julien Arnold, Commercial Attache at the American Legation in Peking, speaking before the Illinois Manufacturers Association to-day, advocated the establishment in the middle west of a foreign trade academy modeled after the plan of the army and naval academies. He declared that the United States did not pay sufficient attention to the education of men for the foreign trade.

U.S. SHIP A NECESSITY.

CHICAGO, February 21st.
Julien Arnold, Commercial Attache at the American Legation in Peking, speaking to-day before the Chicago Association of Credit Men said American ships were a necessity if our commerce to China is to thrive. He said investment projects in China were next in importance, as "China presents to the United States the most fertile field for the future, the railways there are potential gold mines, and the purchasing power of the people is increasing."

U.S. MINISTER TO PERU.

WASHINGTON, February 19th.
The Senate to-day confirmed Senator Miles Peindexter of the State of Washington, as Ambassador to Peru.

[Senator Peindexter's term as United States senator expires on March fourth next. He was a candidate for re-election last November but was defeated by his Democratic opponent. He served one term as representative in Congress, from Washington and in 1911 was elected to the Senate. He was re-elected in 1917. He is fifty-four years old.]

OIL PRODUCTION IN VENEZUELA.

NEW YORK, February 20th.
The American Institute of Mining and Metallurgy in annual convention to-day was told that Venezuela will become the leading oil producing country of the world in a few years.

CHICAGO PACKER ON PLEASURE
TRIP.

CHICAGO, February 21st.
Louis F. Swift, the Chicago packer, sailed to-day on the steamer *Shinyo Maru* for Honolulu and Tokyo on a pleasure trip. (Continued at foot of next column.)

FUNERAL SERVICE BY
WIRELESS.SHIP'S CAPTAIN BURIED IN
MID-ATLANTIC.

The first radio funeral at sea was reported by the officers of the United States liner *President Adams*, which arrived at Plymouth recently from New York.

The incident marked the outward trip, which was made in the stormiest weather ever encountered by the liner, which was two days late in reaching New York. It was the body of Capt. A. Matthews, of the American steamer *Hatteras*, that was buried at sea five days after Christmas had been celebrated.

Two hundred and forty miles distant was the *President Adams*, on which the funeral service was read, the sentences being repeated by wireless to the freight steamer, which had neither Bible nor Prayer Book on board.

Incidentally, the *Hatteras* did not carry a doctor, and when Capt. Matthews was taken ill with pneumonia, the ship was in Mid-Atlantic. For four days the cargo vessel was threatened with destruction by the wild seas, which washed everything overboard that was not firmly secured. Throughout the stress and strain of this period the captain held to his post on the bridge, being relieved at only rare intervals, but before the storm blew itself out he collapsed.

TREATED BY RADIO.

Then it was that the wireless equipment of the *Hatteras* was utilized to secure medical aid for the stricken captain. The Red Star liner *Finland* was the first to respond, and soon Capt. Matthews was being treated by radio. As the *Finland* passed out of the range of the *Hatteras* the *President Adams* got in touch, and then a little later came a message to the effect that the patient had passed away. The chief officer of the *Hatteras* was anxious that the usual solemnities should attend the burial of his skipper, and as he had no order of service available he sent out a wireless call for one. The response came from the *President Adams*, the ritual being transmitted word by word by the wireless operator.

EXCHANGE AND LUXURY.

This story comes to me all the way from Kiel, says a writer in the *Evening Standard*:—

The other day a wealthy Berliner, who had been suffering from an obscure nerve trouble which had kept him in the seclusion of a sanatorium for several years, was at last told he might venture forth again into the world. He put in his pocket some gold 20-mark pieces, and went to one of his old haunts, a well-known and not inexpensive restaurant on Unter den Linden.

He had an excellent lunch, and felt himself his own man again. He called for the bill. It came 3,845 marks. "Robbers!" said he, or words to that effect. "But it's no good trying it on me." He flung down a gold 20-mark piece. "You can sue me for the rest."

"Your change, sir," said the waiter, imperturbably—and handed him 26,355 marks.

The convalescent returned raving to the sanatorium, and has since been transferred to an asylum for the incurable.

AMERICAN SILK MEN LEAVING FOR
JAPAN.

SAN FRANCISCO, February 21st.
The American Silk Association composed of ten leaders of the industry headed by James A. Goldsmith, president of the Association of America, arrived to-day en route from New York to Japan. They sail on the *President Cleveland*.

\$3,000,000 RAISED FOR ORIENTAL
GIRL COLLEGES.

CHICAGO, February 21st.
The women of ten denominations to-day announced that \$3,000,000 had been collected for seven colleges for Oriental girls as follows:

Yenching College, Peking; Gingling College, Nanking; Isabella Thoburn College, Lucknow, India; Woman's Christian College, Madras, India; Women's Christian College, Tokio; North China Union Medical College, Peking; and the Union Missionary Medical College, Vellore, India.

PORTUGUESE PRINCE, INSURANCE
AGENT, DIES.

NEW YORK, February 21st.
Prince Miguel de Braganca, eldest son of Don Miguel, pretender to the throne of Portugal, died to-day of pneumonia at the age of forty-five. He was a life insurance salesman. He married Anita Stewart of New York.

WOMAN HELD GUILTY OF SECOND
DEGREE MURDER.

NEW YORK, February 19th.
Supreme court jury to-day returned a verdict in the case of Mrs. Lillian Raizen who shot and killed Dr. Abraham Olickstein of Brooklyn December 10th, 1921, finding her guilty of second degree murder. She was given an indeterminate sentence of from twenty years to life.

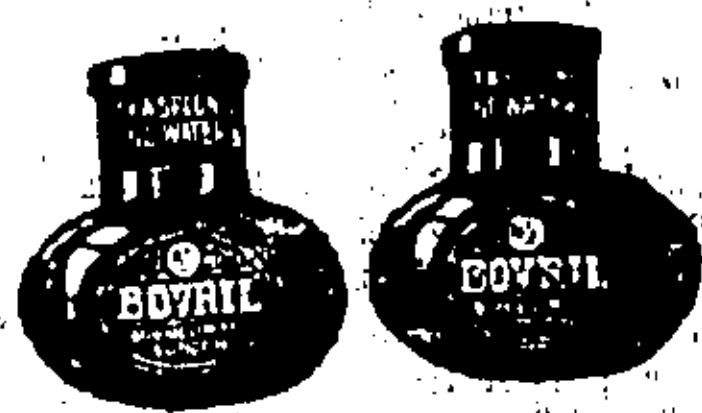
PRESIDENT HARDING GOLFING.

WASHINGTON, February 21st.
President Harding played golf to-day for the first time since he was taken ill with grippe several weeks ago.

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
of Ages
1745
till
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a great reputation amongst connoisseurs
for its mellow flavour, and still maintains
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BottlesNever risk running out of
Bovril. Buy two bottles
and always keep one in
reserve.
Bovril is one of the most
important of all foods—not
merely in emergencies, butfor every day use. Bovril
is the best of all hot drinks.
Whenever a meal is wanted
in a hurry, or extra nourish-
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should feel chilled or tired,
give Bovril.Always have
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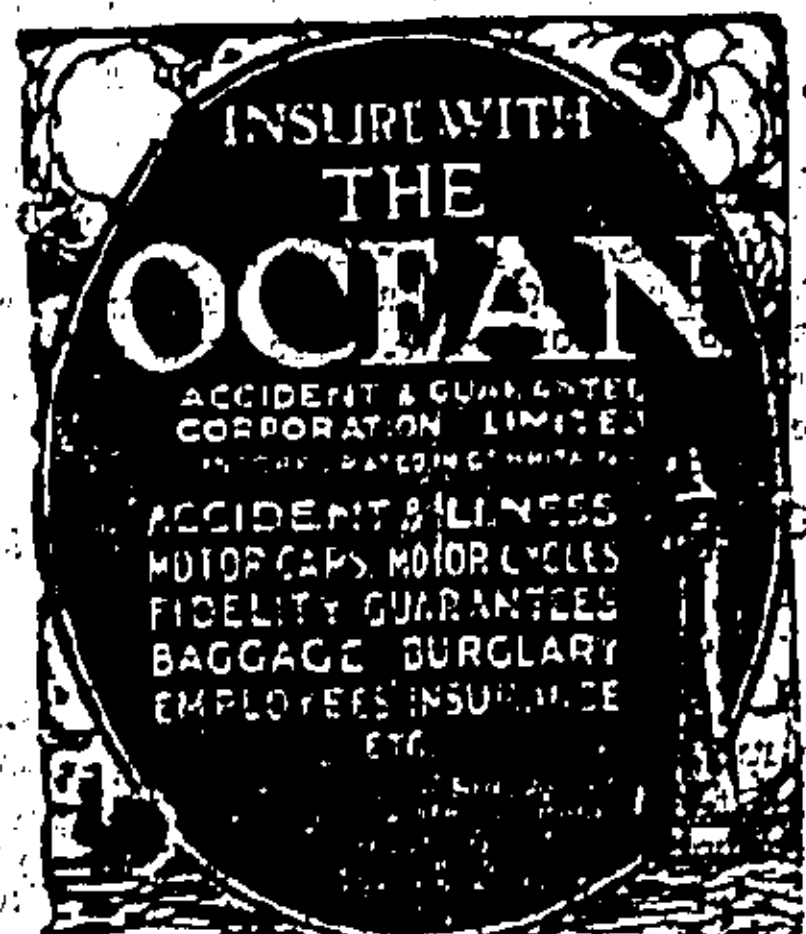
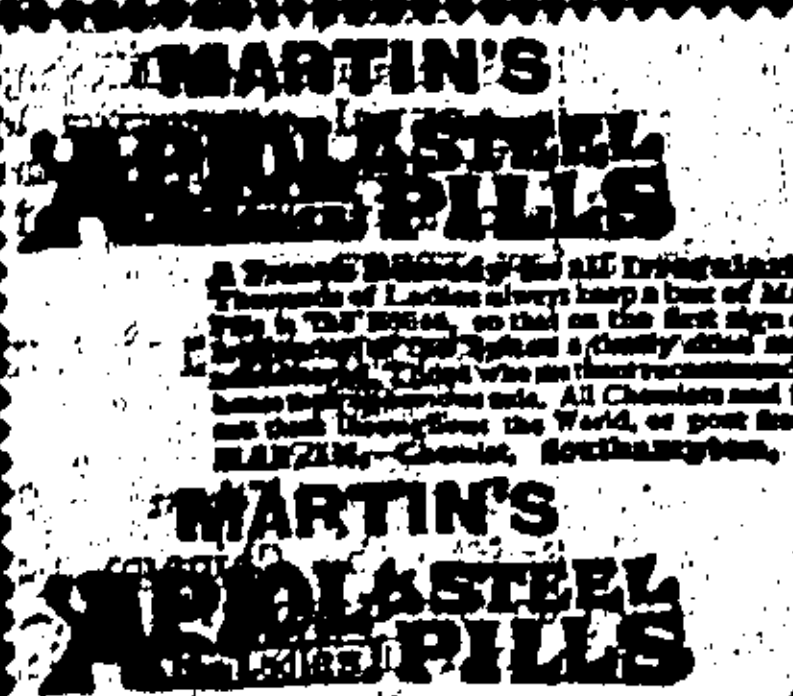
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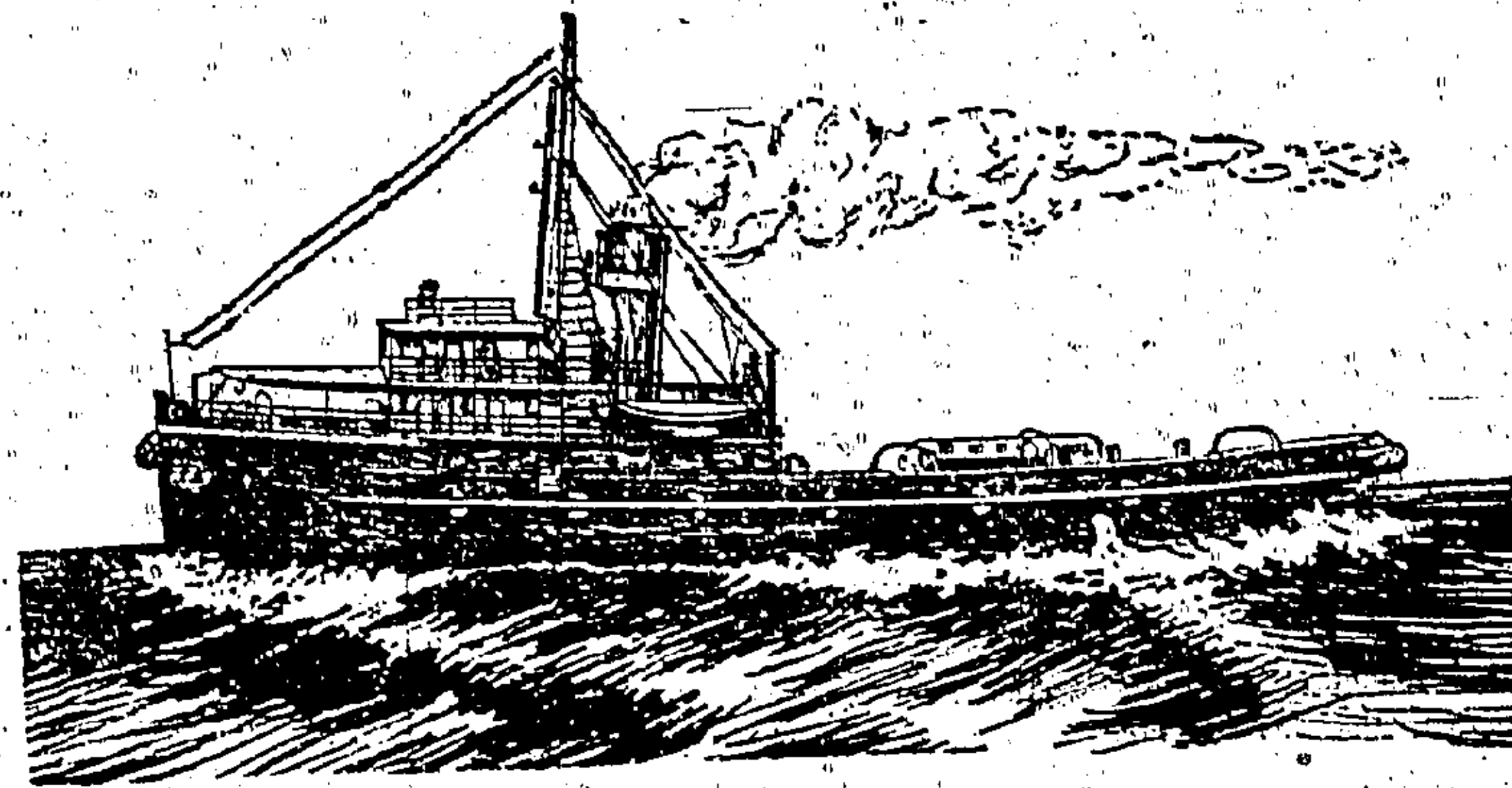
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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
JAMES RAMSAY.]PARIS, January 22nd.
The three-piece costume continues to be
one of the most popular styles yet evolved
for the busy woman who has not much
time at her disposal in which to fuss over
her clothes, as well as for the woman who
always aims at combining neatness with
economy when her wardrobe is in ques-
tion. For does not a smart three-
piece suit successfully take the place of a
coat and skirt with the inevitable blouse
or jumper, as well as of that of a visiting
or house dress, according to the material
of which it is made and the trimming
with which it is relieved?The skirts of these costumes reach to the
ankle, and they are much fuller than they
have been of late; bodices are, for the
most part, simple in cut and plain in the
matter of trimming. The jacket part is
short, and loose-fitting, for preference.
Eton coats, or Chinese types of coats
that remind one of short Mandarin coats,
are what one sees most of. These are
made of similar material to that which
figures in the dress, or else of a fancy
material trimmed with bands of material
to match the dress.Sleeves are rather baggy, although it
would be impossible to say they are wide,
as all sleeves, until they reach well down
the fore-arm, are distinctly close-fitting
and inclined to follow the shape of the
arm. They may balloon a little from
elbow to wrist, or be a bit short and
show an under-cuff in the shape of a
wrist-band made of the same material,
but the tendency is towards sleeves that
mould the arm above the elbow and feat
out from it below.A three-piece costume usually shows on
both coat and frock something in the
way of trimming to match. For instance,
a suit will have a frock showing a cloth
skirt and a light top, and a coat made of
the same material as the skirt and trimmed
with the same material as the blouse.
Likewise, collar and cuffs on the frock
will be repeated in the form of pockets on
the coat, and so on.Many of the new materials for Spring
wear show a smoother surface, and re-
mind one in many respects of the old
satin-faced cloth. They are much lighter
in weight, however, despite the fact that
they have more substance about them
than Spring materials have been blessed
with in the past.Woolen crepe is going to be worn
more, and more. This is not to be
wondered at, as materials which come
under this heading remain warm yet light
and are capable of falling gracefully and
fending themselves practically to any
line. Crepe de laine (crepe Maroccan) will be
more popular during the Spring than
they have been even during this Winter—
which is saying much.Crepe de laine is a new innovation of Rodier's.
It is a mixture of silk and
wool, is soft and drapes well without
being at all clumsy. Crepe Maroccan de
laine is an excellent imitation of the silk
variety, with the added advantage, per-
haps, of having more "body" in it. It is
admirably suited for light coats and
tailor-made, two such indispensable gar-
ments for the early Spring wear, when
even sunny days have a sharp tang of
Winter about them. These materials are
also excellent for making up into simple
morning or house frocks.Stripes and checks will be put on the
market once more, but it is more likely
that plain materials will be generally
popular and that striped and checked
ones will be worn only for sports wear
or for rough travelling wear.Of the new fancy silk materials,
foulard appears to be what will be worn
most, during the Spring. Just now it is
being used extensively in conjunction with
serge, gauchard and cloth, both as a
trimming and as a lining. New designs,
however, seem to have given it, with a
new aspect, a fresh run of popularity.All the many quilted materials that
have been worn so much during the past
year or two are gradually passing into
the "limbo of dead fashions." Such a
change was inevitable, no doubt, as these
fabrics were too original and becoming to
remain for long the exclusive property
of the minority.As well as the crepe materials, all the
"wrinkled" fabrics, ranging from "satin
froissé" down to the new version of our
old friend cotton crepe will be worn.
Such a material is generally used in con-
junction with a plain one of the same
colour.Reps and woolen poplin are still
fashionable and likely to enjoy an un-
limited run of popularity next season as
well as during remainder of the present
one.There must be some particular little
god protecting monkey fur, because, no
matter how designers try to launch some
other type of fur or material to take its
place, it continues to reappear as ubi-
quitously as when it first saw the light of
day in a dressmaker's or milliner's salon.
It is being used on velvet Winter dresses
as well as on Spring crepe Georgeanne
ones. It is being introduced on the hat
that is worn with either of these models,
or the heavy or light coat that covers
them; still more, it borders the handbag
that is carried with either of them.The latest shape for a fashionable bag
is something like that of an eagle's egg;
it is an oval that is long and not very
wide, and has a special clasp, in keeping
with its original shape, made of carved
galalith—sometimes in two shades of
brown, sometimes in gay colours showing
up against a cream ground.The latest fad in the way of knots for
fastening the clasp of your bag is to
decide which one of the many charms in
existence brings you the greatest amount
of luck and then to have this attached to
the clasp of your bag; if you care to,
you can continue the idea further by
hanging a similar charm on your bracelet,
dangling it from a chain round your
neck, or getting it on the radiator of your
car. Elephants, cats, monkeys,
chickens and Buddhas—reproduced in
ivory, gold or silver—are seen so often
(Continued at foot of next column.)

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over my body, arms and limbs.
They were of a dry nature and I had
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Ointment and now I can sleep and I
am free from itching, pain and eruptions.
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Colours. Cuticura Soap and Ointment are
sold by all chemists and druggists. Write for
free literature. Cuticura Soap shaves without razor.

22-22

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, February 28th.

	Day	at 1 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.27	30.25	30.25	
Temperature	51	51	46	
Humidity	71	69	51	
Wind Direction	N	NE	E	
Force	0	1	5	
Weather	0	0	C	
Rain	0.01	0.03	0.00	

Highest open-air Temperature on 27th ... 52
Lowest open air Temperature on 28th ... 50

HONGKONG TIDE TABLE.

From Mar. 1st to 7th, 1928.

HIGH WATER.					LOW WATER.					
Days of Week	Days of Month	H'k'ng Standard Time		Height	Days of Week	Days of Month	H'k'ng Standard Time		Height	
		h	m	ft	in		h	m	ft	in
Thur.	1	8	42	4	7	5	9	28	1	1
			8	0	4			1	41	2
Fri.	2	8	17	5	7	5	3	13	0	0
			8	49	7	7	3	30	0	0
Satur	3	8	52	7	7	3	3	19	0	0
			9	24	5	5	4	25	0	0
Sun.	4	10	23	7	7	4	4	11	1	1
			10	28	7	4				
Mon.	5	11	5	8	8	5	3	2	1	1
			11	31	6	5	4	0	1	1
Tues.	6	11	44	6	9	2	5	53	1	1
Wed.	7	12	00	6	0	3	6	19	2	2
			0	28	6	0	6	51	2	2

playing the rôle of luck-bringers these
days that one is forced to wonder if they
ever played any other in this world, and
if their entire reason for being is not to act
as an amulet to some fair possessor.With handkerchiefs the latest whim is
to have a white silk handkerchief on
which is painted a fantastic-looking head
which is done by some rising young artist.
The signs the scrap of silk thus decorated,
which the possessor usually guards ze-
alously in case the young artist should one
day become a great master, and her
handkerchief, in consequence, an object
of value as well as an object of art.
Artists have never been so fashionable.

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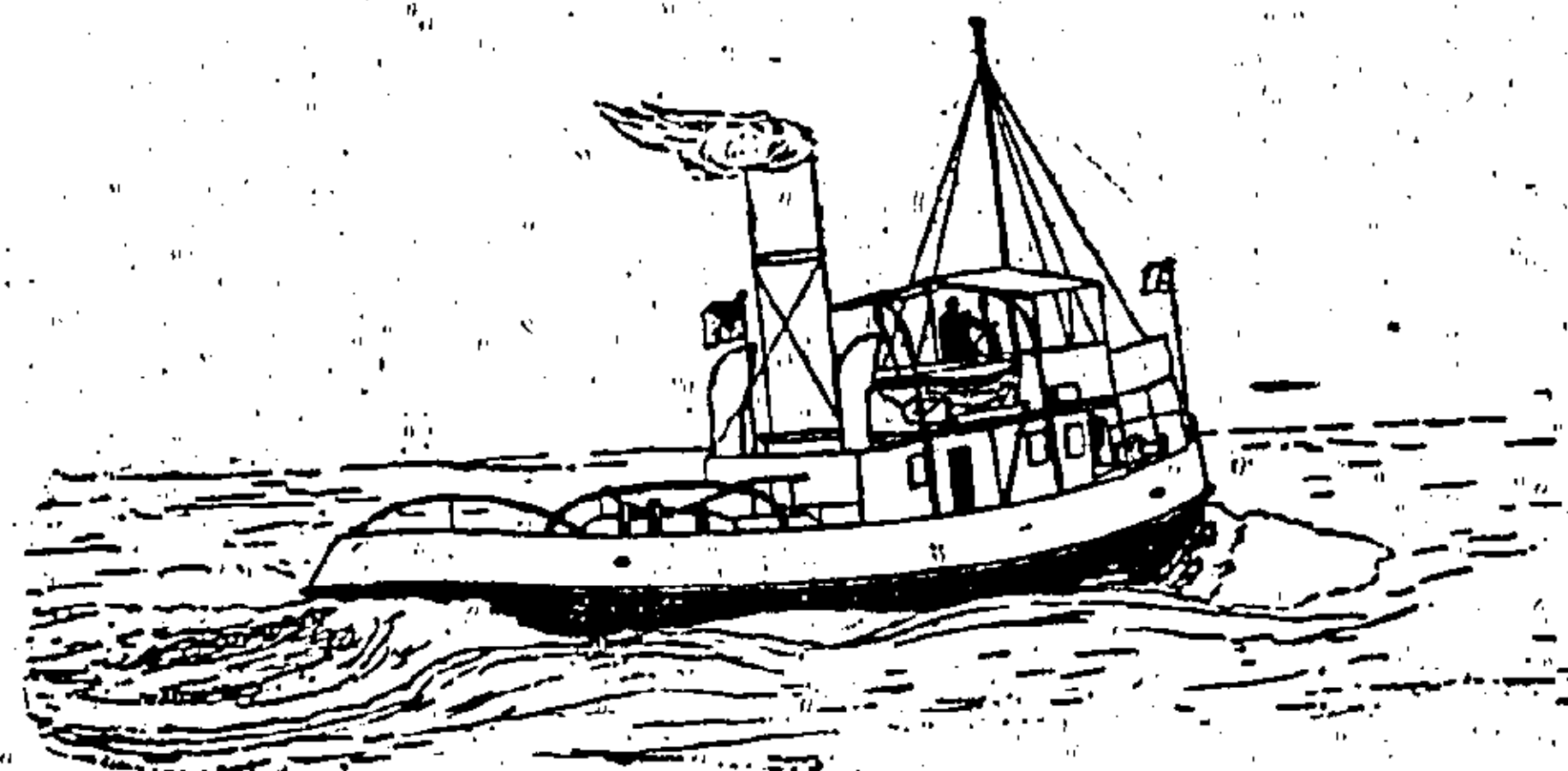
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OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
Havenstein	12,250 tons	about 22nd March
*Adolf von Bayer	9,000 tons	about end of April
Hindenburg	12,250 tons	about end of May
*Albert Vogler	9,000 tons	

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
Ludendorff	12,250 tons	about 24th March
*Carl Legien	9,000 tons	about 14th April
Havenstein	12,250 tons	about beginning of May
*Adolf von Bayer	9,000 tons	about beginning of June
Hindenburg	12,250 tons	about beginning of July
*Albert Vogler	9,000 tons	

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SCOTTISH LETTER.

LONDON SCOTTISH WAR-MEMORIAL.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, January 24th

Field Marshal Earl Haig, who is Honorary Colonel of the London Scottish (14th London), unveiled at the headquarters a memorial to the members of all ranks of that regiment who gave their lives in the war. The memorial, which is the design of Capt. A. Chisholm, and carried out by Mr. Robert Jardine (both of whom served with the regiment during the war), is in the form of a series of oak panels bearing the names in gilt relief. This is the second memorial to the regiment in London, the other being in St. Columba's Church of Scotland, Port Street.

Old members of the Scottish, of whom there are many in the East, will be glad to hear that recruiting has been satisfactory, though one hundred additional men are still required. Many of the old members are still in the corps, as was apparent from the imposing array of medals displayed at the unveiling ceremony. It has always been a tradition that no one may become an officer of the Scottish who has not first passed through its ranks, and the value of this unwritten rule is shown in the remarkable camaraderie which prevails in the corps.

MARSHALL FOCH'S TRIBUTE TO LORD HAIG.

Sir George Younger, who presided at the annual dinner of the Rife, Clackmannan and Kinross Association, narrated an interesting wartime reminiscence of which the feature was a remarkable tribute paid by Marshall Foch to Lord Haig. He had the privilege, he said, of dining in London in 1918, not long before the Armistice, with Mr. Venizelos and a friend. One of the remarks that remained fixed in his mind was made by the friend of Mr. Venizelos, who said to him—"I know that at this moment there is only one army in France, and that is the British Army. That was what Foch said to me yesterday, and his informant went on to say, 'Foch added, 'there are Generals and Generals, but there is no better General than Haig and I do not exclude myself.'"

A NEW STEVENSON BIOGRAPHY.

It is, as we Scots say, "good hearing" that Miss Rosaline Masson, whose recent book, "I Can Remember Robert, Louis Stevenson," has been one of the successes of the Autumn, has agreed to write a Life of R.L.S. We have long felt that Graham Balfour's Life of his cousin is no longer adequate. An official biography written by a relation is apt to err on the side of reverence. Besides, since the first publication of the Life, in October, 1901, much new information has become available and this Miss Rosaline Masson may be relied upon to collect and arrange in the style and spirit of an accomplished literary artist. She is, as most Scottish readers are aware, the youngest of the three daughters of the late Professor Masson, and may be said to have been born in the literary purple. At the same time, however, we have a sort of a feeling that a life of R.L.S. ought to be entrusted to one of the male sex.

LIVELY LETTERS FROM MRS. CARLYLE.

A literary sensation, I am informed will be given to the world shortly in a number of hitherto unpublished and extremely vivacious letters from Mrs. Carlyle, in which the writer draws amusing vignettes of those whom she had met. The existence of the letters has been known for some years—they were accidentally discovered in an old box in an out of the way house in Scotland—but the difficulty, I understand, has been to induce the owner to consent to their publication. This has now been surmounted.

HOW BADLY WE OBSERVE.

They are holding a "Safety First" week in Glasgow, intended to warn pedestrians of the dangers of crossing a street crowded with vehicles. Sir D. M. Stevenson has suggested a change of a rule of the road for vehicular traffic. This recalls a scene at a meeting during the last municipal election campaign. An elector, after a long preamble to the effect that he could not see why the public and he himself in particular should be inconvenienced by new-fangled notions asked the candidate if he was in favour of vehicles travelling on the right side of road. The candidate said he was. "How are you going to turn the tramcars to suit?" was the retort from some one in the body of the hall. It is almost incredible, but fully half of the audience, along with the aspirant for municipal honours, could not realise that cars are constructed to serve only the left side of the street. In a few minutes the hall was a seething mass of arguing humanity.

A BOOM IN BADMINTON.

Badminton is booming in Scotland, but nine out of every ten people have only the vaguest idea of what Badminton is. Most know it is some kind of a game. A number are aware that rackets, shuttlecocks and nets are used. But here their knowledge ends. It would probably surprise the great majority of those who have never seen Badminton to be assured that it is one of the most strenuous pastimes ever invented. A player who has been both a Rugby internationalist and a Badminton internationalist has said that for sheer expenditure of energy a Badminton single has it all the time over other forms of sport. One of the most amusing sights in the world of sport is the face of the first time spectator trying to decide how points are made in Badminton. He sees one player serve the shuttlecock across the net, and after some dizzy flights, the opponent wins the stroke. Yet for this the opponent counts nothing. In tennis it would have meant a point. In Badminton, however, a stroke can only be won by the side serving. Badminton calls not only for physical strength, soundness of wind, and rapidity of movement, but the utmost delicacy of wrist. While many points are won by terrific smashing, just as many are won by the most

(Continued at foot of next column.)

NOTICE TO CONSIGNEES.

AMERICAN & MANOHURIAN LINE.

FROM NEW YORK.

THE Steamship

"CITY OF NORWICH"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd March, 1933, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned, on or before 10th March, 1933, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon, within the free storage period of one week.

No Fire Insurance will be effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 26th February, 1933. [448]

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

THE M/S

"AFRIKA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of March, 1933, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 6th March, 1933, at 10 a.m.

All claims must reach us before the 6th of March or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, PORT

SUEZ & STRAITS.

THE S.S. "PEMBROKESHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd March 1933, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 3rd March, 1933, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 27th February, 1933. [456]

WONG SIU WOON



BOOTS, SHOES & SLIPPERS

FOR LADIES, GENTS, & CHILDREN

BEST DESIGN, PRICES MODERATE.

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gentle caress of the shuttle with the racket. Those who play the game hardest are not the best players. To a great extent their success rests on the baffling cleverness with which they "place" the shuttle and their powers of anticipating the direction and trajectory of their opponents' strokes.

BY THE WAY.

A Dundee man tells me that the favourite poet of Mr. Ned Scrimgeour, the Prohibitionist M.P. for the Capital of Jute, is Robert Burns. One would have expected him to have leanings towards John Drinkwater.

It is generally known that our teeth decay more during the hours of repose than in the hours of activity. Those who would preserve their teeth, a stirring authority informs me, should rise the mouth well with Scotch whisky before retiring to rest, care being taken not to swallow any of the liquor. The latter half of the advice is the hardest part of it, but he informs me that it can be followed after a little practice.

MARRIAGE.

At the Palace Hotel, Aberdeen, by the Rev. J. Innes Still, D.D., assisted by the Rev. J. Irvine, Thomas Ogilvie Robson, 46, Belgrave Terrace, M.B., Ch.B., son of Alexander Robson, 46, Belville Terrace, to Jean Frances Watson, M.A., daughter of the Rev. John Watson, M.A., Arber, China.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

RAILWAYS SUBJECT TO ALTERATION.

HAIPHONG via HAIKOW	"LIENSANG"	Friday	2nd Mar., 10 a.m.
SHANGHAI via NINGPO	"WOSANG"	Friday	2nd Mar., Noon.
SHANGHAI via SWATOW	"TUNGSHING"	Friday	2nd Mar., 10 a.m.
MANILA	"LOONGSANG"	Friday	2nd Mar., 3 p.m.
TIENSIN via CHEFOO	"KINGSING"	Sunday	4th Mar., 9 a.m.
SHANGHAI via SWATOW	"WAIHSING"	Sunday	4th Mar., Noon.
TIENSIN	"CHEONGSHING"	Tuesday	6th Mar., Noon.
HONGKONG via SWATOW	"KANGSANG"	Tuesday	7th Mar., 3 p.m.
STRAITS & CALCUTTA	"KONGSANG"	Thursday	8th Mar., 10 a.m.
SHANGHAI via SWATOW	"KINSANG"	Tuesday	13th Mar., 3 p.m.
SANDAKAN	"HOSANG"	Wednesday	14th Mar., 3 p.m.
STRAITS & CALCUTTA	"FOOSANG"	Sunday	18th Mar., D.L.
Kobe via YOKOHAMA	"CHUNSHANG"	Saturday	24th Mar., 10 a.m.
BANGKOK via HOIHOW			

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, retaining from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when laden from Sandakan by two 5,000 tons steamers, "LIENSANG" and "MAUSANG", both steamers having excellent passenger accommodations. Cargo taken of having excellent passenger accommodations. Cargo taken of having excellent passenger accommodations.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo. A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about Wednesday, 7th March, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

Telephone: Central No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENADE"	12th Mar.	"GLENSHIRE"	Mid. of Mar.	Gonos, London, Antwerp, Rotterdam & Hamburg.
"GLENARIFFE"	26th Mar.	"PEMBROKESHIRE"	Mid. of April	Gonos, London, Rotterdam & Hamburg.

Movements are subject to change without notice. For freight or further particulars please apply to—

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1 e Glen Line, Ltd., AGENTS.

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Kanazawa	Miyajima	Kanaya Hotel	Tokyo
Yokohama	Miyajima Hotel	Nikko Hotel	Imperial Hotel
Musashi Hotel	Miyajima Hotel	Omori	Tokyo Station Hotel
Kobe	Fujiyama Hotel	Omori Hotel	Kanji Sanyo Hotel
Osaka Hotel	Nagasaki	Omori Hotel	Yokohama
Tokyo Hotel	Japan Hotel	Tokyo Hotel	Grand Hotel
IN TAIWAN (FORMOSA)			
Taipei	Taiwan Railway Hotel		
IN CHINA			
Yantai	Yantai Hotel		
Yantai Station Hotel	Yantai Hotel		
Yantai (Szechuan)	Yantai Hotel		
Chongqing	Chongqing Hotel		
Shanghai Station Hotel	Yantai Hotel		
IN MANCHURIA			
Hotels (Mukden)			
Yantai Hotel			
Yantai Hotel			
Yantai Hotel			
Yantai Hotel			

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Canton: Messrs. A. B. Watson & Co.

VESSELS ADVERTISED AS LOADING

ARRIVAL.

Per s.s. *Wai Shing*, on February 28th:—
Mrs. Van Courtoisland, Capt. Grant.

Per s.s. *Haiching*, on February 28th:—
Mr. and Mrs. Dickie, Mr. and Mrs. S. Morris, Mr. T. Lourtiero, Mr. M. Maas, Mr. H. Bekkins, Mr. V. K. Peet.

Per Pacific Mail s.s. *President Lincoln*, for Hongkong on February 28th:—Mr. John Campbell, Mrs. N. P. Dickinson, Miss Sarah A. Flanken, Miss Margaret Fowler, Mr. Herbert B. Harris, Mr. Jacob Krikel, Mr. and Mrs. John S. Kuukle, Miss Maudo Lawrence, Mrs. E. Muntho, Mr. and Mrs. Geo. I. Naylor, Mr. Charles D. Reich, Mr. Edward M. Sciley, Mrs. Prudence Solly, Mr. Meyer Shibbeth, Mr. and Mrs. Ivar Sigueland, Mr. Frank M. Starling, Mr. and Mrs. J. Velleman, Mr. Harry O. White. There were 72 through passengers for Manila.

DEPARTURES.

Per s.s. *Kashima Maru*, for Europe, on February 28th:—Mr. and Mrs. F. H. Crappold and 3 children, Mr. H. Konooye, Mr. J. Aoki, Mr. J. S. Russel, Dr. T. Satoh, Rev. J. Groves, Mr. H. M. Wingle, Mr. T. Masuda, Miss R. E. Baralay, Mr. Blucher, Miss L. S. Hammond, Mr. and Mrs. H. B. Hancock, Mr. Nakajima, Mr. and Mrs. Barata da Cruz, Miss Cruz, Mr. J. Gollu Owata, Mr. A. Morley, Capt. E. Dome, Mr. and Mrs. Morton A. Smith, Baroness de Romen, Mrs. Mazot, Miss L. Holgkinson, Miss S. Duus, Miss P. E. Smith, Mr. J. A. Bamber, Mr. S. Sakata, Mr. J. Duncan Robb, Mr. and Mrs. T. Tsuchida, Dr. K. Takeyama, Mr. K. Kokuho, Mr. S. Ohayaba, Prof. S. Tachibana, Prof. M. Uyeda, Prof. S. Shioni, Prof. S. Maanen, Lieut. H. Kojima, Mr. and Mrs. M. Yamada, Mr. G. Satoh, Mr. K. Morita, Mr. H. Satoh, Mr. and Mrs. S. Tsuji, Mr. and Mrs. Igarashi, Prof. K. Nishikawa, Capt. Y. Kasahara, Mr. S. Ohayaba, Miss A. Evans, Miss E. Gillet, Mr. and Mrs. G. Wolf, Mrs. K. Fujimura, Mr. F. Mori, Mr. S. Kuroda, Dr. Y. Ohbayashi, Miss Y. Isaboi, Mr. N. Ohno, Mr. C. D. Shoner, Mr. W. L. Patender, Mr. C. Lord, Dr. Y. Karukawa, Mr. K. Ikeda, Mr. Chow Kan Chan, Mr. T. Satoh, Mr. E. R. Dovey, Mrs. M. Peregonely, Miss M. P. P. H. Devinger, Mr. K. K. Mr. P. J. Nielsen, Mr. S. Kurihara, Dr. R. Ashimura, Dr. S. Kono, Mr. H. Inouye, Dr. H. Taubura, Mr. H. Koizumi, Prof. H. Cho, Capt. M. Maruyama, Mr. M. Makohyuma, Mr. Yaguchi, Mr. and Mrs. J. H. Duus, Master T. H. Duus, Mr. F. Murphy, Miss N. E. Murphy, Mr. and Mrs. C. Norman, Mr. Y. Suzuki, Mr. C. Kamishiro, Mr. J. Yagi, Mr. and Mrs.

N. Y.

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1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Arar and Collins (1971) using a Shimadzu 1601 UV-Visible Spectrophotometer. The concentration of chlorophyll was expressed in $\mu\text{g mL}^{-1}$.

REFULSA BAY HOTEL

Mr. C. H. Lynde

PEAK HOTEL

Mr H. W. Allen
Mr J. H. W. Armstrong
Capt. & Mrs T. Arthur
Mr T. Bagot
Miss Bessie
Mr G. W. Barton
Mr H. B. Barie
Mr & Mrs B. G. Birch
Mr H. E. O. Bird
Mr & Mrs Blackwell
Miss L. A. Blair
Mr E. Braden
Mr M. J. Breen
Eng. Capt. & Mrs Brown
Mr S. T. Butlin
Mr & Mrs W. A. Butterfield
Mr Z. J. Chapman
Capt. C. J. Church
Lt. & Mrs H. E. Clark
Mr & Mrs Collette
Miss Mary Cooper
Mr W. A. Cornall
Mr J. C. Davies
Lt. Col. R. W. Davy
Lt. Col. R. A. Dobbie
Mr & Mrs John Duncan
Mr & Mrs W. Easton
Mr A. W. Eager
Mr A. W. Eastman
Lt. E. Evans
Mr G. T. Eveleigh
Capt. & Mrs D. Fettes
Mr J. Fleming
Col. M. Greer
Mr A. W. Grundy
Miss M. B. Hall
Mr Stephen Kiar
Mr J. H. Hall
Mrs E. M. Hamilton
Mr J. Hancock
Mr & Mrs W. J. Hawker
Lt. Col. S. F. Heard
Mr & Mrs A. S. Hermon
Eng. Comd. J. H. Hocke
Mr A. H. Holdings
Lt. & Mrs H. P. B. Jormain
Mr S. J. Jorain
Mr W. J. Jordan
Mr J. M. Kaye
Mr F. F. Key
Capt. P. H. Lake
Major & Mrs A. S. Littlejohn
Mr J. C. Littlejohn
Mr J. D. Lloyd
Mr & Mrs W. J. E. McKenna
Mr K. F. Mattingly
Mr D. McCallum
Mr H. McGregor
Mr J. Finlay Miller
Mr T. Mitchell
Mr D. W. Munton
Mr J. B. Sturt
Capt. & Mrs C. O. Olliver
Mrs A. J. Paterson
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Mr & Mrs F. B. Pforten
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Mr E. Phillips
Mr Campbell Prosser
Mr J. Raistoun
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Mr A. Ritchie
Mr W. E. Roberts
Mr J. S. Robinson
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Lt. Col. O. Sanders
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Mr E. B. Shaw
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11. "CITY OF POONA" ... 15th March ... Shanghai, Kobe & Yokohama

HOMEWARDS.

11. "CITY OF SIMLA" ... 24th March ... Marseilles, London & Hamburg

PASSENGER SERVICE.

11. "CITY OF POONA" ... 15th March ... Shanghai, Kobe & Yokohama
11. "CITY OF SIMLA" ... 24th March ... Marseilles, London & Hamburg
11. "CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg

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11. "HYSON" ... via Suez Canal ... 1st March
11. "CITY OF NORWICH" ... via Suez Canal ... 7th March
11. "AGAMEMNON" ... via Suez Canal ... 15th March
11. "CITY OF LINCOLN" ... via Suez Canal ... 25th March

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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HONGKONG AND CANTON. REES & CO., CANTON.**M. MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Marseilles	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan	Probable Sailing from Hongkong to Marseilles
11. "LE KIDEAU"	26th Jan.	2nd March	21st March
11. "PORTHOUS"	30th Jan.	15th March	17th April
11. "ARMAND BEHIC"	3rd Feb.	27th March	1st May
11. "PAUL LECAT"	26th Feb.	10th April	15th May
11. "ANDRE LEBON"	23rd March	24th April	28th May
11. "AMBOISE"	23rd March	6th May	12th June
11. "CORDILLERE"	6th April		

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11. "C. PIERRE LECOCQ" ... loading for HAVRE, ANTWERP & DUNKIRK, about 6th March.

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3, QUEEN'S BUILDING.

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SS	Tonn	From Hongkong (approx)	Destination
"SICILIA"	8,700	2nd Mar., Noon	Sydney, Penang, Colombo & Bombay
"MORRA"	11,000	7th Mar., 4 p.m.	Bombay, Madras, S. India, & A. West.
"LAURE"	8,953	13th Mar.	Sydney, Penang, Colombo & Bombay
"KARHMER"	8,800	21st Mar.	Marseilles, London & Antwerp
"SOUHAN"	8,700	26th Mar.	Sydney, Penang, Colombo & Bombay
"DONGOLA"	8,000	4th Apr.	Marseilles, London & Antwerp
"NAGPORE"	8,283	8th Apr.	Sydney, Penang, Colombo & Bombay
"NANKIN"	7,000	15th Apr.	Marseilles, London & Antwerp
"SICILIA"	8,800	21st Apr.	Sydney, Penang, Colombo & Bombay
"KARHMER"	8,000	2nd May	Marseilles, London & Antwerp
"KASHGAR"	8,000	10th May	do.
"NYANZA"	7,000	20th May	do.
"NOYARA"	6,850	18th June	do.
"DELTA"	8,097	27th June	do.
"MALWA"	10,941	11th July	do.
"DEVANHA"	8,092	28th July	do.

BRITISH INDIA - APCAR. SAILINGS

"TORILLA" 5,200 3rd Mar. Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 3rd Mar., Noon (Mandala, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)

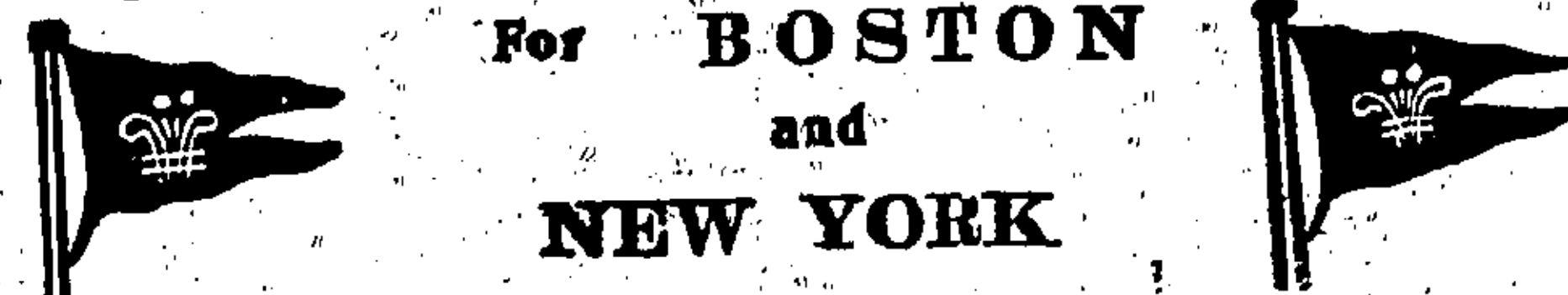
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The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"GARBITA"	5,300	1st Mar., 4 p.m.	Shanghai & Kobe
"TANDA"	6,956	8th Mar.	Shanghai, Moji & Kobe
"NANKIN"	7,000	15th Mar.	Shanghai, Moji, Kobe & Yokohama
"SOUHAN"	6,700	18th Mar.	Shanghai

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.Passengers for Hongkong must carry their own Hotel expenses at Singapore while awaiting the ship carrying steamer.
First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the sections of their P. & O. Tickets Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.
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Regular Sailings to Boston and/or New York by fast freight steamers



S.S. "ORLIO PRINCE" ... about 19th March.

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Telegram: Furness

(Incorporated in Great Britain)

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BUENOS AIRES-BIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via HAIPHONG & SINGAPORE. PASSENGER SERVICE"CANADA MARU" ... Tuesday, 27th Mar.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE"HONOLULU MARU" ... Wednesday, 28th Mar.
"HEINAN MARU" ... Thursday, 14th Mar.
"BORNEO MARU" ... Monday, 18th Mar.HAIPHONG, SINGAPORE & SINGAPORE—Regular monthly Passenger Service.
"BURMA MARU" ... Tuesday, 6th Mar.
CALCUTTA—Monthly Service via Singapore, Penang & Rangoon."JAVA MARU" ... Saturday, 10th Mar.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service"ALABAMA MARU" ... Sunday, 18th Mar.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco and Oahu Ports"HAGUE MARU" ... Friday, 2nd Mar.
JAPAN PORTS—Kobe & Yokohama ... Sunday, 25th Mar.
Kobe via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers."KAIYO MARU" ... Every Sunday, 10 a.m.
"AMAKURA MARU" ... Tuesday, 13th Mar.
TAKAO via SWATOW & AMOY.
For sailing dates and further particulars please apply to—
Tel. Central No. 408**C. N. C.**
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY & SHANGHAI	"SUNNING"	On 1st Mar., D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 2nd Mar., D.L.
SWATOW, SHANGHAI & FUKOW	"LUCHOW"	On 4th Mar., 10 a.m.
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 4th Mar., 10 a.m.
HAIPHONG	"NANOHANG"	On 5th Mar., 10 a.m.
SHANGHAI, WUHAIR, CHENG & TIENTSIN	"SHUNTEN"	On 6th Mar., D.L.
SWATOW & BANGKOK	"KALGAN"	On 6th Mar., 10 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 8th Mar., 10 a.m.
HOIHOW & BANGKOK	"YUNAN"	On 9th Mar., 10 a.m.
WUHAIR, CHENG & TIENTSIN	"LUCHOW"	On 9th Mar., 4 p.m.
AMOY, SHANGHAI & TSINGTAO	"SINKIANG"	On 10th Mar., D.L.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fookow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Telephone Central 82.
CANTON & HONGKONG CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"ORANGHEA"	13th March	17th March

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Fruit, etc., and has superior accommodation with Electric Light throughout and Electric Heat in the State Rooms. A daily qualified Doctor is carried. Coloured Pass. Cargo loaded through to all Australian, New Zealand & Transvaal Ports.

For Freight and passage apply to—
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone Central 82, 84.**STRUTHERS & BARRY**

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.U.S.S. "Dewey" ... Due Hongkong 16th Mar.
Leave Hongkong 17th Mar.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND SINGAPORE.

U.S.S. "Elkridge" ... Due Hongkong 2nd Mar.
Leave Hongkong 3rd Mar.U.S.S. "West Prospect" ... Due Hongkong 23rd Mar.
Leave Hongkong 24th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY,

L. EYRETT, General Agent for
JAPAN-CHINA-PHILIPPINES
INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building,
Phone Central No. 2006.
G. P. BRADFORD, Res. Agent.**PACIFIC MAIL STEAMSHIP CO.**

MANAGING AGENTS

UNITED STATE SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE.

Freight and Passengers.

AMERICAN STEAMERS.

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT LINCOLN" ... Mar. 2nd ... Mar. 27th

S.S. "PRESIDENT TAFT" ... Mar. 14th ... April 6th

S.S. "PRESIDENT CLEVELAND" ... Mar. 29th ... April 19th

Sailing & Fare Subject to Change Without Notice.

*This Steamer proceeds Homeward via Manila and thence to Shanghai, Yokohama, Honolulu

SPECIAL THROUGH FARES

HONGKONG to EUROPE

via SAN FRANCISCO and NEW YORK

First Class throughout

LOCAL EQUIVALENT OF £120/0-£112/0

includes

FIRST CLASS MINIMUM FARE BERTH TO SAN FRANCISCO

First Class Rail accommodations with stop-over privileges

SAN FRANCISCO TO NEW YORK

Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

Leaves Hongkong. Arrives Manila.

S.S. "PRESIDENT LINCOLN" ... Mar. 2nd ... Mar. 4th

S.S. "PRESIDENT TAFT" ... Mar. 6th ... Mar. 7th

S.S. "PRESIDENT CLEVELAND" ... Mar. 19th ... Mar. 21st

HONGKONG-CALCUTTA SERVICE.

Freight Only

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" ... Mar. 6th

For full information regarding rates, space, etc., apply to

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "BOLAXO". Tel. Central 141. Canton Agents: REES & CO.

POST OFFICE NOTICE.

Telegraphic Communication with Waglan Light-house is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI ...	Tsichow ...	1st Mar.
Europe via Suez (Letter only) ...	Burybats ...	2nd Mar.
London, 1st Feb. ...	Siella ...	2nd Mar.
SHANGHAI ...	Forting ...	3rd Mar.
HAIPHONG ...	Toyokachi Maru ...	5th Mar.
EUROPE via SUEZ (Paper only) London, 1st Feb. ...		

OUTWARD MAILS.

TO	PER	DATE
Japan ...	Yokohama ...	Thursday, 1st, 9.30 A.M.
Swatow and Amoy ...	Long Hwa ...	10.00 A.M.
Haiphong ...	Hainan ...	Noon
Seigon ...	Prosper ...	1.00 P.M.
Shanghai and Japan ...	Shans ...	2.30 P.M.
Swatow ...	Garbata ...	2.30 P.M.
Seigon ...	Hydranga ...	4.00 P.M.
Pakhoi ...	Hingyan ...	5.00 P.M.
Philippine Islands, *Shanghai, *Japan, Honolulu, Canada, U.S.A., Central & South America & EUROPE via SAN FRANCISCO—due San Francisco about 26th Mar. ...	Free Lincol ...	Thursday, 1st, 5.00 P.M.
Swatow and Amoy ...	Gorjistan ...	Friday, 2nd, 2.00 P.M.
Kingchow and Haiphong ...	Leasung ...	2.00 P.M.
Swatow, Amoy and Foochow ...	Hatching ...	2.30 P.M.
Philippine Islands ...	Pres. Grant ...	3.30 P.M.
Shanghai ...	Shanghai ...	5.00 P.M.
Philippine Islands, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 16th March ...	Eastern ...	Saturday, 3rd, 9.45 A.M.
Straits, Ceylon, Mauritius, L. Marquis, S. Africa India via Dhanshodh, Bombay & Aden ...	Siella ...	10.00 A.M.
Java via Batavia ...	Tylinwang ...	10.00 A.M.
Swatow, Amoy and Keelung ...	Kaijo Maru ...	Sunday, 4th, 8.00 A.M.
Kingchow and Pakhoi ...	Yunnan ...	8.00 A.M.
Haiphong ...	Nanchang ...	Monday, 5th, 8.30 A.M.
Shanghai ...	Tyinanock ...	10.00 A.M.
Philippine Islands ...	Tenyo Maru ...	10.20 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanshodh, Bombay, Aden, Egypt & Europe via MANDELL—due Marseilles, 7th April ...	Morse ...	Tuesday, 6th, 5.00 P.M.
*Straits and Calcutta ...	Nomang ...	Wednesday, 7th, 1.15 P.M.
Swatow, Amoy and Foochow ...	Haichow ...	Friday, 9th, Noon
Sandakan ...	Hingyan ...	Tuesday, 13th, 2.00 P.M.

LOCAL AND REGULAR MAILS OUTWARD

FROM SHUNGWAN BRANCH FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAY
Canton and Samahui ...	7.30 A.M.		7.30 A.M.
	8.30 P.M.	8.30 P.M.	8.30 P.M.
Tai Ping Tung ...	8.30 P.M.		8.30 P.M.
Shak Ki ...	8.30 P.M.	8.30 P.M.	8.30 P.M.
Roanmoon ...	8.30 P.M.	8.30 P.M.	8.30 P.M.
Kaukong ...	8.30 P.M.	8.30 P.M.	8.30 P.M.
Wachow ...	4.00 P.M.	10.00 A.M.	4.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"HELENUS" 5TH MAR. London, Rotterdam & Hamburg.
 "RHEXENOR" 12TH MAR. London, Rotterdam & Hamburg.
 "AUTOLYOUS" 19TH MAR. London, Amsterdam & Antwerp.
 "PYRRHUS" 2ND APR. London & Rotterdam.

LIVERPOOL SERVICE

"TITAN" 9TH MAR. Marseilles, Havre, Liverpool & Glasgow.
 "TALHYBIUS" 13TH MAR. Genoa, Marseilles, Liverpool & Glasgow.
 "ANTILLOCHUS" 6TH APR. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

"ACHILLES" 7TH MAR. Victoria, Seattle & Vancouver.
 "PHILOCTETES" 24TH MAR. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

"AGAMEMNON" 15TH MAR. via Suez.
 "EURYBATES" 5TH APR. via Suez.

PASSENGER SERVICE

"PYRRHUS" 16TH MAR. for Shanghai.
 "PYRRHUS" 2ND APR. for Singapore & London.
 "MENTOR" 7TH MAY for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE AGENTS.

COMMERCIAL OPENING QUOTATIONS.

28th February, 1923.	
On LONDON—	
Telegraphic Transfer	— 2/3 1/2
Bank Bill, on demand	— 2/3 3/4
Bank Bill, at 30 days sight	— 2/3 3/4
Bank Bill, at 6 months sight	— 2/3 1/2
Credit, at 4 months sight	— 2/3 1/2
Documentary Bill, at 4 months sight	— 2/3 1/2
On PARIS—	
Bank Bill, on demand	— 870
Credit, at 3 months sight	— 870
On NEW YORK—	
Bank Bill, on demand	— 53 1/2
Credit, at 30 days sight	— 53 1/2
On BOMBAY—	
Telegraphic Transfer	— 135
Bank Bill, on demand	— 135
On CALCUTTA—	
Telegraphic Transfer	— 135
Bank Bill, on demand	— 135
On SHANGHAI—	
Bank Bill, at sight	— 109 1/2
Credit, at 30 days sight	— 109 1/2
On YOKOHAMA—On demand	— 109 1/2
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